

latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET
VOL. 15 JULY



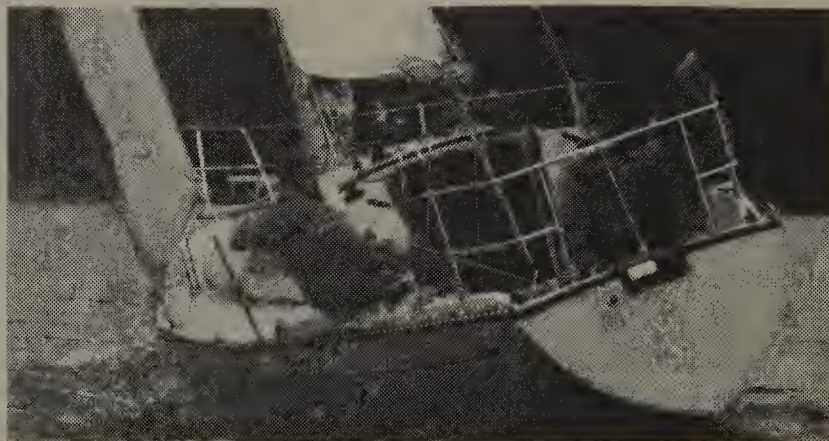
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We've had fun with the last few ads, and although they were tongue-in-cheek, they were also factual. But lest you think we are not serious, we'll be straight forward this time. We'll give you some simple facts.

Page 47 of Volume 10 of Latitude 38, the February issue, contains a list of Y.R.A. season champions. Like you, we were interested to see who they were. What we found was a remarkably large number of our clients. More than 27% of the season champions had at least one Pineapple sail, while many of these had exclusive Pineapple inventories.

We are a small loft, and we make sails for far fewer than 27% of the sailors or even 27% of the racing sailors on the Bay. The number of Pineapple champions far exceeds our share of all the sails on the race course.

Few of these champions had been champion in the past, and we had not recognized them as obvious future champions when they came to buy their sails.

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27' Albin Vega, very clean	\$21,950
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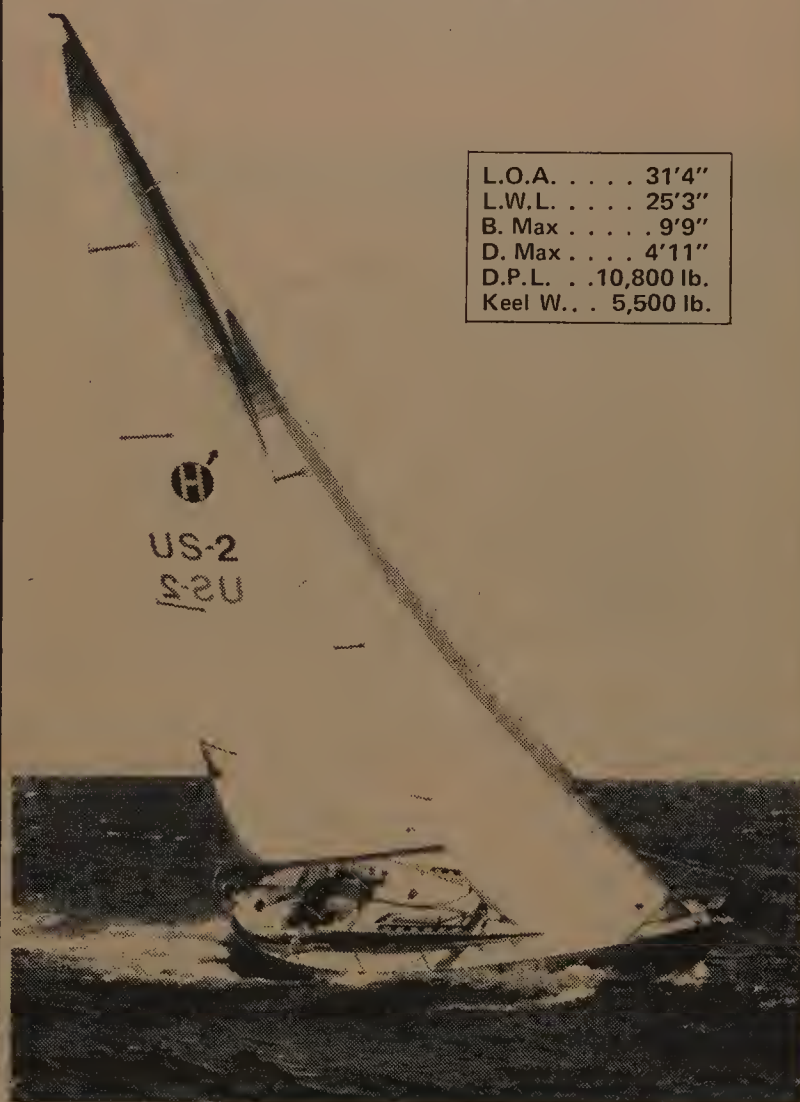
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On the Estuary
near 5th Ave.

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A Performance Double-Ender



L.O.A.	31'4"
L.W.L.	25'3"
B. Max	9'9"
D. Max	4'11"
D.P.L.	10,800 lb.
Keel W.	5,500 lb.

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SPECIFICATIONS

- LOA - 33' 6"
- LWL - 25' 0"
- Beam - 10' 0"
- Draft - 4' 9"
- Disp. - 11,500 lbs.
- Ballast - 5,300 lbs.
- Sail area - 517.75 sq. ft.
- Fuel - 30 gal.
- Water - 30 gal.
- Aux. pwr. - 20 hp Diesel
- Head room - 6' 2"

STANDARD SAILAWAY FEATURES

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- all hand laid with two longitudinal stringers
- rudder post and cutlass bearing housings integral part of the hull • choice of hull colors
- 5,300 lbs. casted lead encapsulated with woven roving
- dead keel space filled with polyurethane, closed cell foam, and encapsulated with woven roving
- floors hand laid with woven roving • deep bilge
- cabin sole bonded and fastened to hull and floors
- all thru-hulls below the water line are bronze and fitted with seacocks • gel coated cove and boottop

RUDDER

- schedule 40 S/S pipe and steel webbing surrounded by high density polyurethane foam and fiberglass reinforced rudder cheeks
- attached to keel with bronze gudgeons

DECK

- all hand laid with ½" balsa • large deep anchor well
- non-glare gelcoat • companion way with seahood
- molded non-skid • 8 opening ports with screens
- epoxy bonded to the hull, 6" centered thru bolts attaching toerail • tailbins below winch islands
- wide deck passage way
- self-bailing cockpit with 1½" drains • bridge deck
- 2 cockpit seat hatches • 2 large cabin top hatches

DECK HARDWARE

- all hardware with back-up plates
- anodized aluminum toerail • wood laminated tiller
- double lifelines with 27" stanchions
- cowling vent on foredeck • bow pulpit, stern pulpit
- hand bilge pump in cockpit • 4 mooring cleats
- 5 winches with cleats at the cockpit
- teak hand rails the length of the cabin top
- bow fitting with anchor roller • inboard genoa track

RIGGING

- aluminum mast, boom, and air foil spreaders
- mast stepped on the keel • yacht braid sheets
- internal halyards (wire to rope) lead to the cockpit
- midboom sheet and traveler with control lines
- S/S chainplates, stem head fitting, turnbuckles
- 1 x 19 standing rigging (9/32 head and backstay, 1/4 shrouds) with swaged fittings • jiffy reefing

ENGINE

- 20 hp diesel with alternator • oil pan under engine
- 2/1 reduction gear • 12 volt battery, 80 amp hrs.
- 3 blade prop • 30 gals fuel • engine controls

INTERIOR

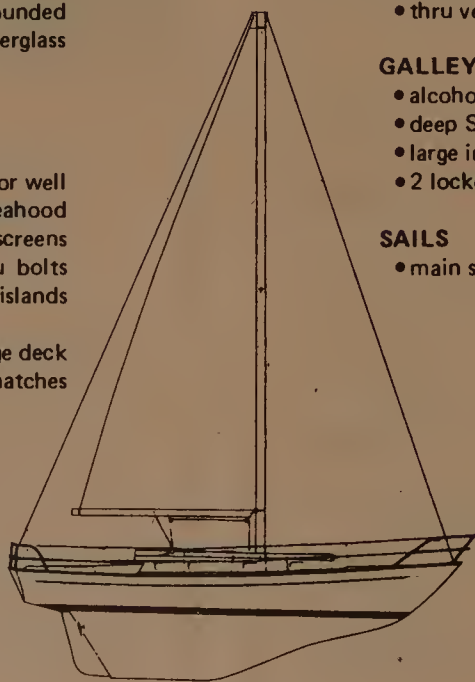
- all interior bonded substantially to the hull and deck
- crafted teak interior • teak and holly cabin sole
- plastic laminate on plywood headliner
- all space efficiently accessible
- 13 drawers • 12 lockers • hanging locker
- chart storage and sextant alcove among remaining storage compartments • wet storage bin in forepeak
- navigator station with hinged desk top at the head of the quarter berth • fresh water pump in head
- one double settee berth, one single
- pilot berth opposite quarter berth
- forepeak and head privacy independent
- hand rails along overhead • companion way grabs
- upholstered 4" cushions on settees and berths
- engine hood, removable for excellent access
- 30 gal S/S water tank • double berth in forepeak
- thru ventilation, even when boat is secured

GALLEY

- alcohol stove with oven
- deep S/S sink with fresh water foot pump
- large insulated ice box with controlled drain
- 2 lockers with 3 drawers above counter

SAILS

- main sail - 7¼ oz. with 2 reefs • 130% lapper - 6½ oz.



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CALENDAR

1 July

boreas race - sf to moss landing
mora long distance - sf to san diego
(phrf start for big boats)
laser slalom - sfyc
6th annual windsurfer
golden gate crossing

8 July

midnight moonlight - sfyc

15 July

zellerbach finn regatta
great south bay race
angel island race cruise 494-6660

20 July

biannual sf to santa barbara race

22 July

silver eagle long distance race - iyc
excalibur nationals
santana 20 nationals

10 August

fireball nationals

26 August

mercury nationals

latitude
38

Richard Spindler - Editor & Publisher
Kathy McCarthy - Advertising Manager

Post Office Box 1678 Sausalito, California 94965
(415) 924-8335

The Northern California Sailing Sheet

WHAT'S WRONG WITH THIS SPINNAKER?



NOTHING.

IT'S CUT FLAT TO GO FAST. JOTZ HAS
BEEN MAKING THEM THIS WAY FOR 10
YEARS & SOME PEOPLE ARE FINALLY
BEGINNING TO UNDERSTAND WHY.



555 ILLINOIS
SAN FRANCISCO

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Dick Seay's LEWMAR REPORT

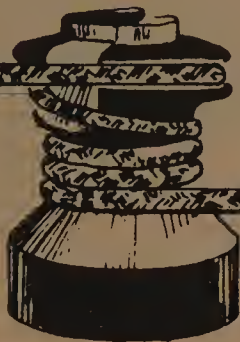
Lewmar congratulates Max Gordon and "Black Magic" on an outstanding 1977 racing record:

1st IOR Season Champion
1st Lipton Challenge Cup
1st Frank Stone Cup
2nd N. Am. 1 Tons

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LETTERS

Latitude 38,

I read the mention of the San Diego Cup (report by Nancy Barron).

"Petrified" had just come up the coast from Ensenada to compete in the 1/2 Ton section. "Petrified" raced in the Newport — Ensenada Race and finished a very credible 2nd in class and 7th overall. (486 boats entered).

The crew consisted of myself (skipper), Naomi McGinn, Jim Donovan, Cathy Truman, and Will Bayliss.

I enjoy Latitude 38.

Regards,
Phil McGinn

Dear Friends of "Teka",

Sorry we could not write sooner! We are back on land again. We were going to sail "Teka" through them Golden Gates, but our trip was taking too long, we were 3 months behind in our house payments and we had to get home.

We wanted to sail "Teka" to San Francisco from Cabo San Lucas. We sailed out from Cabo for 7 days on a westerly tack before we laid her over. Wind was 35 knots for 15 days and nights. One day the wind was over 50 knots. That was the day the spreader broke. I was able to get all the sail down before anything broke. I had a hell of a time getting up the stick to fix it. Finally I managed to put the new spreader in place and bruise my ribs all at the same time.

After 18 hours the wind went back down to 35 knots. In 15 days we were only as far north as Turtle Bay, and for the first time in 15 days we turned the motor on and decided to power into Turtle Bay. A clogged fuel line kept us at the entrance of Turtle Bay, but the sea was like glass and we finally sailed in and dropped anchor.

We powered the rest of the way back to San Diego. "Teka" is with a yacht broker while we look for "Teka II".

John, Natalie, Nathan, Michael

Latitude 38,

Can you put us in contact with, or give us information on someone who has been blue water cruising in a Ranger 33?

Thanks for your help,
L. Edward Mueller
2012 Eureka Canyon Rd.
Corralitos, CA 95076

P.S. We subscribe to and enjoy your publication.

Mr. Mueller — Sorry we can't, but we'll print your name and address so people may write to you. Is it true that 'corralitos' are blisters you get from walking on coral?

Latitude 38,

Now that everyone is excited by the forthcoming single-handed TransPac race to Hawaii, may I lay one more on you?

Next year in September 1979, there will be a Singlehanded

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The sophisticated expertise of Willard Yachts is inherent in the uncompromised quality, superior sailability and seakeeping of the Willard 8-Ton Cruising Cutter. Her features and details are far too extensive to list here. But, if you're serious about cruising anywhere in the world, look into the Willard 8-Ton. It could be everything you've wanted and it's everything you will ever need.



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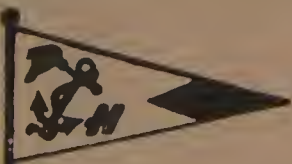
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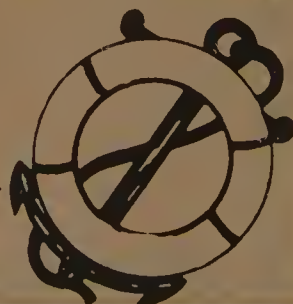
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LETTERS

Mini Transatlantic Race from Penzance to Tenefife to Antigua. It seems that most of us out west here were not to aware of the first race last year.

While the O.S.T.A.R. and Singlehanded TransPac are adventurously worthwhile endeavors, many of us are not able to participate because we usually have more salt in our blood than dollars in our pockets. Fear not! For next year's Transat is a race "... to encourage singlehanded ocean racing in small craft, AT THE MINIMUM OF EXPENSES.", since the largest eligible boat size permitted is 6.50 meters (21'4") LOA.

I am not connected with the organizers, but I am interested in the race. I have no boat, some experience, lots of enthusiasm and I am seeking sponsorship and donation of any kind; boat to loan, gear, cash, etc. ... please contact me at (415) 563-3153 or (415) 567-5267 and leave a message.

If any of your readers are interested in the race, I have the "Rules and Regulations" booklet, or they can write to: MINI-TRANSAT, 112 Mewstone Avenue, Wembury, Plymouth, England.

Thanks,
Eric P.C.

Eric — Getting donations and sponsorships is always a big problem, what with clubs trying to support their juniors and club programs, and companies being asked to sponsor adventurers going around the world. But we won't knock your dream. In fact, if you want you can write an article titled "Why I Ought to be Sponsored in the Mini-Transat" — 2500 words or less and we'll be happy to print it in the hope you will get support. O.K.?

Latitude 38,

I recently obtained a copy of your magazine for the first time and was much impressed. I understand you think that Bay Area sailors can sail pretty well, and so I thought I would try to use your magazine as an avenue to throw out another challenge to the Bay Area Cal 29 Fleet for a team racing series with the Southern California Cal 29 sailors.

I am currently the President of the Cal 29 National Association, which may be a misnomer, since all of our members are from Southern California. For two years I have been trying to organize a North — South team racing series with Dick Pino and other Bay Area Cal 29 sailors, with no success. My natural conclusions are they are not interested, not organized, or not able. Maybe you can do something to attract their attention.

I used to be a member of the Excalibur 26 Fleet and for years we enjoyed team racing with the San Francisco Bay Fleet. We used four boats on each side, alternated weekends between Northern and Southern California, and everyone enjoyed meeting and developing new sailing friends from the opposite ends of the state. It was fun for us Southern California sailors to try the tidal currents and strong winds of San Francisco Bay and equally challenging for Bay Area sailors to come south for some lighter wind sailing and larger swells.

Go for it!



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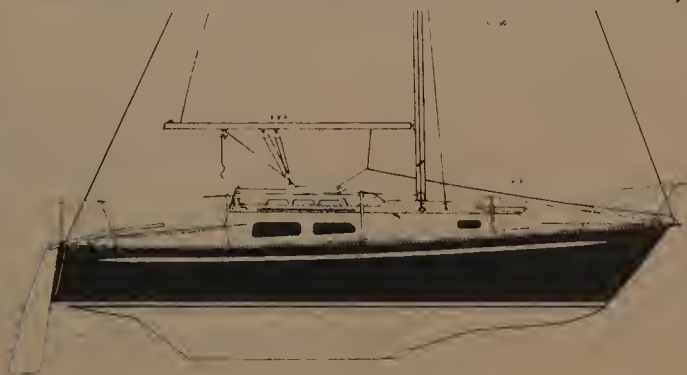
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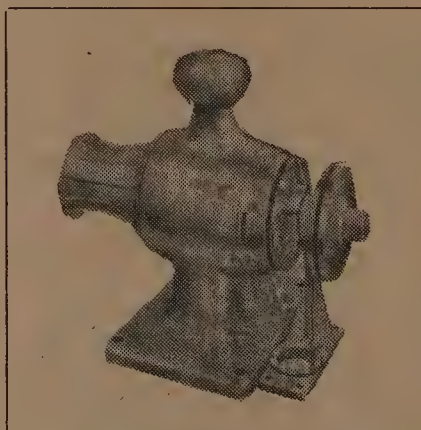
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LETTERS

Here's hoping we can get team racing started between the north and the south in the Cal 29 Fleet. Meanwhile, are the Bay Area sailors unable or?

Keith Dinsmoor, President
Cal 29 National Association
P.O. Box 118
Costa Mesa, CA, 92627

Keith — It sure would be un-North Californially if our Cal 29 Fleet didn't accomodate you Rebs by coming down and boping you over the head or inviting you North for a trouncing, wouldn't it? We'll print your letter and see what happens. If you do get some response and need a trophy for the war within the states you know where to call.

Latitude 38,

In keeping with your recent articles concerning marina activities may I submit this letter from Ballena Bay management.

[The following is a circled excerpt]:

1. No dinghys on common docks. (Those shared with a neighbor or on the head floats.)
2. No barbeques left on the docks.
3. No flower pots, can or bottles.
4. No parked bicycles.
5. No carelessly coiled lines or water hoses.
6. No debris of any kind.

It is a terrible feeling to be forced to comply with such inane and child-thought rules. I say forced, because if one complains, the retort is "move if you don't like it, we have a waiting list".

Anonymous
(For obvious reasons)

Anony — "Inane and child-thought" may be a little strong. We think that the owners and tenants at Ballena Bay are entitled to a clean harbor, and can understand why they don't want debris, uncoiled hoses, and bicycles laying around.

But, we have to agree with you on the other items. Barbequing flower pots in your dinghy is as much a part of yachting as water and Ballena Bay certainly shouldn't forbid it. You probably can understand their reasoning — think of the lawsuits generated when someone trips over a flower bed, knocking a red-hot BBQ into a dinghy which floats across to the next finger eventually igniting the entire marina...

The best thing to do is to buy your harbormaster a few drinks and explain to him that you understand his point of view. Having thus softened him up, demand that he make an exception for you and allow you your constitutional right to the pursuit of happiness.

If the above fails you may gain satisfaction by spilling the last round of drinks on his lap and going for a sail — and probably never coming back.

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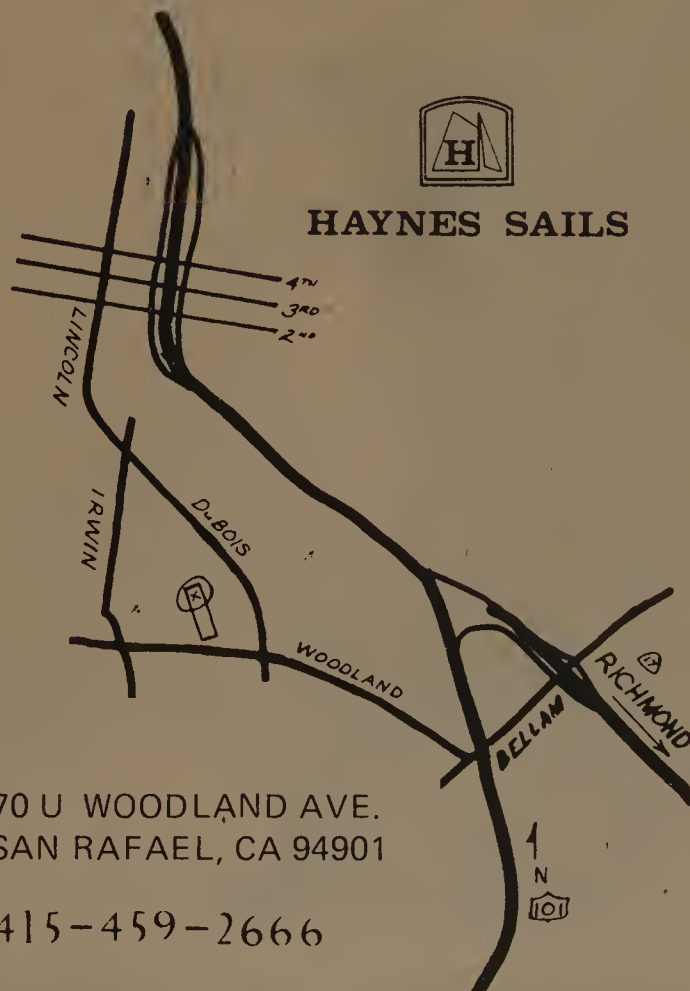
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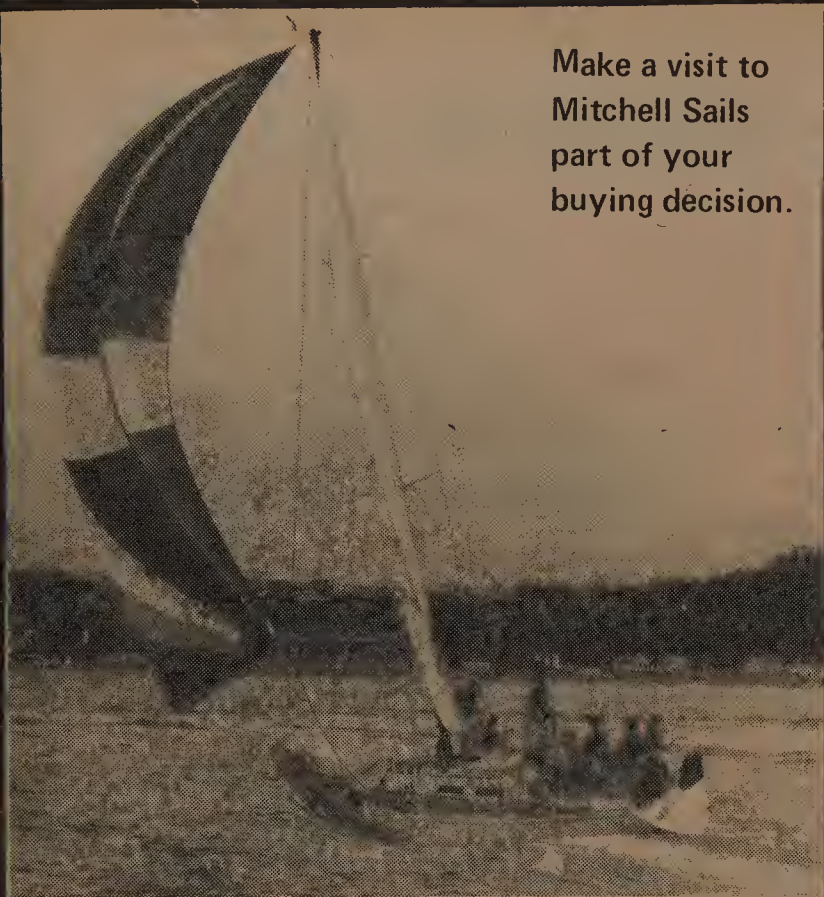
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LOCALLY: NOR'SEA YACHTS OF SAN FRANCISCO
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YACHT CLUBS

This is the second installment of Latitude 38's "Tell Us About Your Yacht Club" dedicated notion that yacht clubs and prospective members need some vehicle by which they may get to know one another. If your yacht club would like to put in their two-cent's worth, it's time to get off the dock — next month is the end!

sausalito cruising club

The Sausalito Cruising Club, located at the foot of Napa Street in Sausalito, was formed in 1948. The clubhouse is a floating barge which has an informal atmosphere with limited docking facilities.

All levels of sailing instruction are offered by S.C.C. through the Sausalito Park and Recreation Department.

Activities include "Bring Your Own Barbecue" night every Friday night; Mid-winter Race Series (6 races); Friday Night Summer Race Series (8 races), several local cruises, and Dinner/Movie nights once a month. Annual races include the Lorelei Women's Race, Singlehanded Race, and three "Club Members Only" races. We also sponsor the "Funky Boat Race" and "Open Ocean Rowing Regatta".

Initiation is \$150 for non-racers and dues are \$75 net per year for racers (crew or boat owner) and non-racers alike. The initiation fee is waived for racing crew and racing boat owners and Rowing Associate members. Other memberships: Age to 18, no initiation and \$15 annual dues; age 19 to 24, no initiation and \$25 annual dues.

Our Club members' boats are generally in the 20' to 35' range, though some cruising members have 50 footers. We are not a 'prestige' club, rather we support a casual attitude of friendship and informality and rely heavily on volunteers for running Club functions. Our philosophy is "Join our Club and Be part of it".

Further information may be obtained by calling the SCC "hot-line." 332-9349 or by calling Dianne Chute, 332-6086. The club welcomes potential members any Friday evening, bar opens at 6 PM.

sequoia yacht club

As a member of the Membership Committee of the Sequoia Yacht Club in Redwood City, I read the "this is for yacht clubs" article in you May issue with great interest. We too are concerned that new sailors may not know how to go about joining a club if they don't know any members.

The Sequoia Yacht Club's only membership requirement is a sincere interest in pleasure boating, a willingness to do one's share to support the Club's activities (we are primarily a do-it-yourself operation) and a commitment to boating safety and courtesy when on the water.

We feel our initiation fee and dues are reasonable considering the facilities and activities offered. We have an active Club racing program and many of our members also participate in other racing association (SBYRA, etc). We are noted as having one of the best Junior Sailing Programs on the bay. We have an

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YACHT CLUBS

active social program and judging from the comments from visiting boaters of other yachts clubs we are one of the favorite clubs as "cruise-in" hosts.

The "members and guests only" sign (we have one too) is actually a requirement of the Alcoholic Beverage Control people. In spite of the sign, we like to think of our Club as having a friendly atmosphere, and we welcome visits from interested boaters.

Fred Soderer, Membership Committee Chairman
Sequoia Yacht Club
P.O. Box 5548, Redwood City, CA. 94063

san jose sailing club

A "paper club", the San Jose Sailing Club is one of the oldest and most active organizations in the Bay Area. The club has grown from a predominantly day sailing racing organization which is "home base" for sailing craft of all types.

The club's daysailing fleets are very active throughout the Bay Area and Northern California with racing activities and the club has helped develop many of the national champions in the various small boat classes. The club carries on an active junior program and annually co-sponsors sailing classes for Bay Area youth.

The club's cruising fleet has become one of the most rapidly growing fleets in the organization and is open to any individual who owns or is planning to buy a sailing vessel capable of overnight sailing. Made up of members with 25-44 foot sailboats, the fleet carries on an active program of monthly rendezvous at clubs around the Bay and longer cruises up and down the coast. Monthly meetings feature speakers knowledgeable about various topics of interest to cruising boat owners.

Club membership is \$20 annually and initiation is \$12. Membership in the cruising fleet is five dollars annually.

Individuals interested in additional information should contact membership chairperson Mae Ree Hawk (408) 253-7078; cruising fleet captain Andy Marken (408) 494-9111; or cruising fleet membership chairperson Melinda Diamond (408) 247-5839.

— Andy Marken

island yacht club

Island Yacht Club — Alameda — welcomes all boaters — Racers, Cruisers, Ladies, Juniors, and even Men. Active programs are available for all. Anyone may join us for a Fourth Thursday 1700 meeting at the Club House at the Alameda Marina. We are supporting members of PICYA, YRA, SYRA, SBRA, etc.

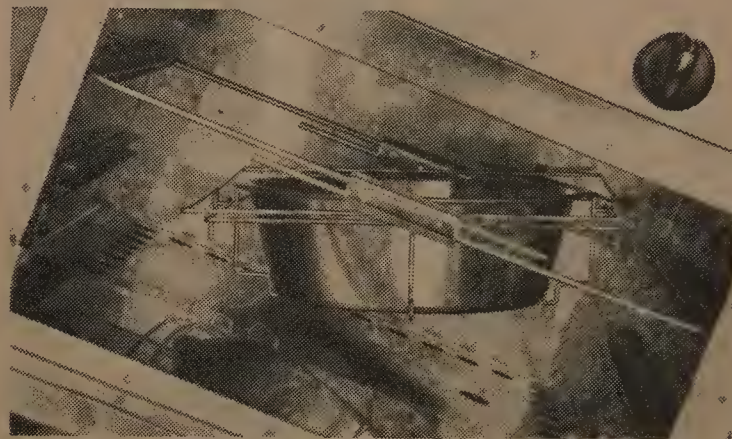
The annual dues are \$50.00, Initiation is \$25.00, and work credits to \$25.00 are available toward next year's dues.

A note to Chas. Totte: Island Yacht Club, 1815 Clement, Alameda, 94501, will get you an application and a copy of our "Bull-E-Tin the Famous" — Come Join Us.

Stan Cole
Past Commodore IYC
Current Commodore of Vice - a tough job to fill

What's Cooking?

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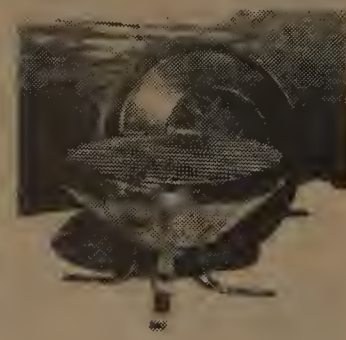
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YACHT CLUBS

san leandro yacht club

The San Leandro Yacht Club welcomes new memberships from anyone, repeat, anyone having a legitimate interest in boating. This includes both individuals and families.

Initiation is only \$75 per year, dues a low, low \$90 — both prorated from July 1. Interested persons may obtain more information, and a membership application form in the clubhouse, at San Leandro Marina, any Friday evening from 7 - 11 PM, and any Saturday from 10 AM to 11 PM, and any Sunday from 10 AM to about 7 PM.

It is NOT required that an applicant be sponsored by an existing member. San Leandro Yacht Club currently has about 160 family memberships, and a paid-for clubhouse. We have a wide variety of over-the-bottom and sailboat competitions, club cruises, and low-key social events at the clubhouse.

William E. Waters
Secretary of SLYC

san rafael yacht club

The San Rafael Yacht Club is located at the upper end of the San Rafael channel in San Rafael. A modest club house is home base for about 200 power and sailboating enthusiasts who enjoy theme parties, weekend disco, working behind the bar and assisting with dinners.

The club features a newly remodeled galley and excellent guest dock facilities. Commodore Larry Joseph and his bridge have developed a full schedule of activities for members every month.

Presently, annual dues are \$75 and the initiation fee is only \$75. Membership is open to any individual actively interested in boating.

For more information on activities and membership, call the club, 453-9828 or call Commodore Joseph, 457-3979; rear commodore Jim Cowley, 456-8475.

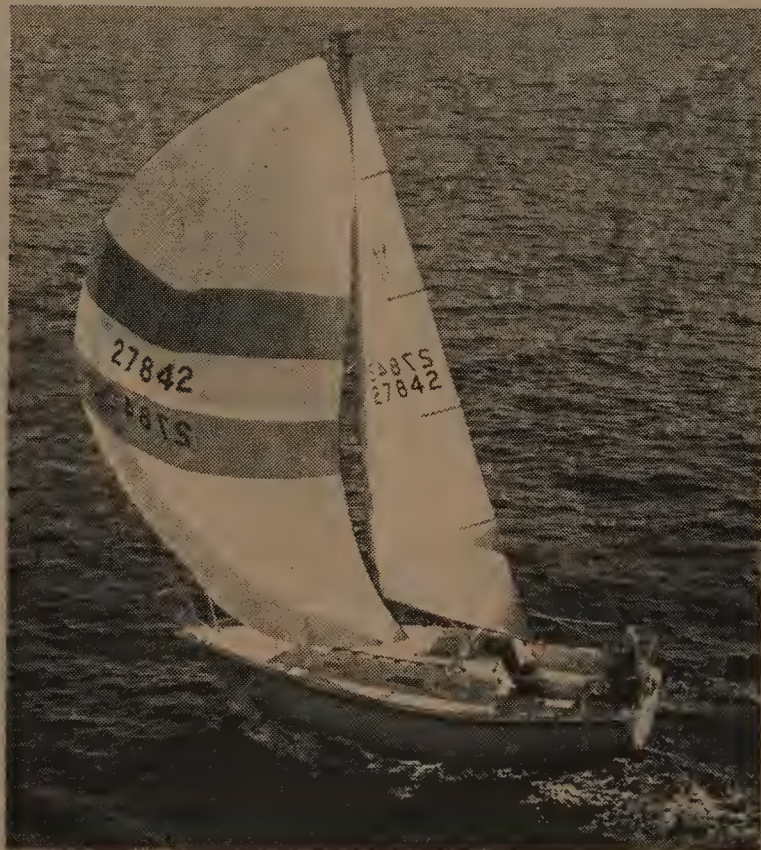
california cruising clippers

Our California Cruising Clippers is a small club, with only forty families at present, but we have a nice meeting place, the Alameda Yacht Harbor Club House, in the Alameda Yacht Harbor.. Our activities include a montly cruise, with a volunteer Cruise Captain who makes all the plans and arrangements, and we also have a monthly meeting.

Our dues are only \$15.00 a year with no initiation fees, and available to anyone who is interested in sailing. We are a friendly group, and have a variety of sailboats in the club, ranging from 24' retractable keels to 32' Clippers.

We welcome newcomers and if you'd like to join us on a cruise or drop in at one of our meetings, or better yet join our organization, drop a note to California Cruising Clippers, P.O. Box 3199, San Leandro, CA 94578, or call Vivian Stone, Secretary, at 471-1620.

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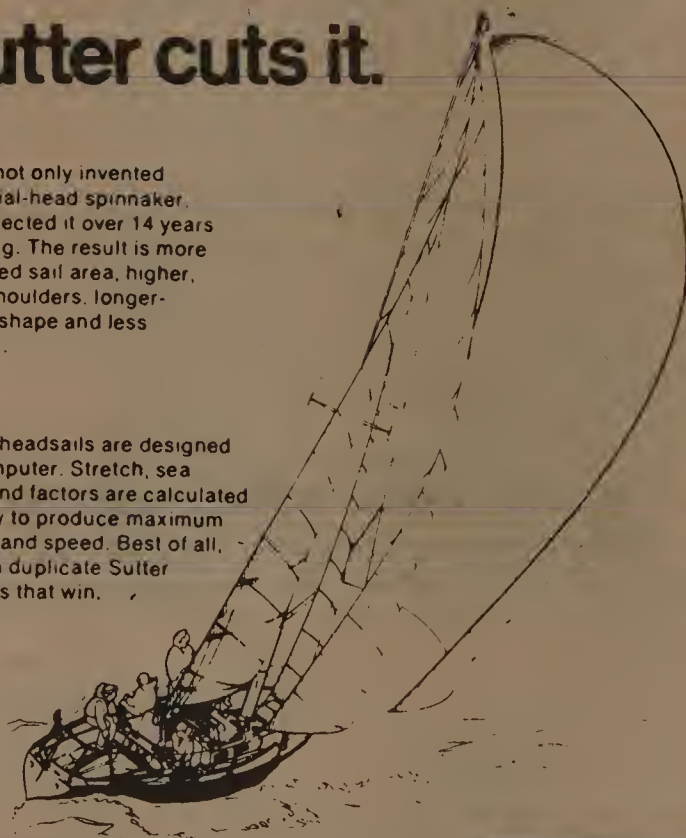


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STICKER BOAT

This is an unusual cruise article. It depicts neither a romantic tropical romp nor a terrifying shipwreck. It is the story of a half-baked dream of a cruise to the south Pacific, a dream that never really got off the ground.

Actually such a turn of events is a common occurrence. Since the principals are so 'ashamed' of having 'failed' as it were, you normally never hear of them. Terry and Judy Cohn are not embarrassed; they reached for their dream and didn't get it this time, which is a helluva lot better than sitting on your butt waiting for your dream to hit you over the head. The Cohn's hope that you might benefit from their experience.

Presently in the bay area, the Cohns hope to sell "Sticker Boat" quickly so they may be on their way to Florida to enroll the kids in school. There they hope to save up a chunk of money and let the kids get a few years older before again pursuing their dream of a tropical cruise. Originally from rural Washington, Terry and Judy have decided that raising the kids in Florida was preferable to San Francisco because of the number of "perverts and weirdos" here. We were shocked, and then had to admit they were probably right.

Judy's letter, which follows, is not particularly orderly, polished, or slick. However, we made a close study and discovered that her letter is more interesting, factual, and honest than the entire last issue of Yachting magazine.

The kids and I have enjoyed living on a boat these past eight months. The kids have missed not having a riding toy, but that will be remedied when we become shore people again soon. Terry has not enjoyed living in a small space nor has he enjoyed not being able to get away from the kids without leaving the boat. In a house you can always get away from the kids by going into another room.

The only bad experience that occurred on the whole trip was the send-off my Dad gave us. As we were ready to shove-off my Dad said, "I'd like to talk to you both, can we walk down the dock a ways." We were expecting some last minute advice, but instead Dad said he wanted to pay for a pilot to take the boat down the coast. I said "no, thank you", that even though it was our first ocean trip Terry had had a lot of experience on Puget Sound. Everyone else we met going down the coast was going for the first time. We were apprehensive, just like anyone would be, but we felt prepared for it.

Than Dad offered to take the kids and meet us somewhere in Oregon, that way our first ocean experience would be unhampered by the kids. Again I said "no", that he had already done enough for us and that we and the kids would all sail to Neah Bay and then decide what we were going to do there, probably basing our decision on the weather reports.

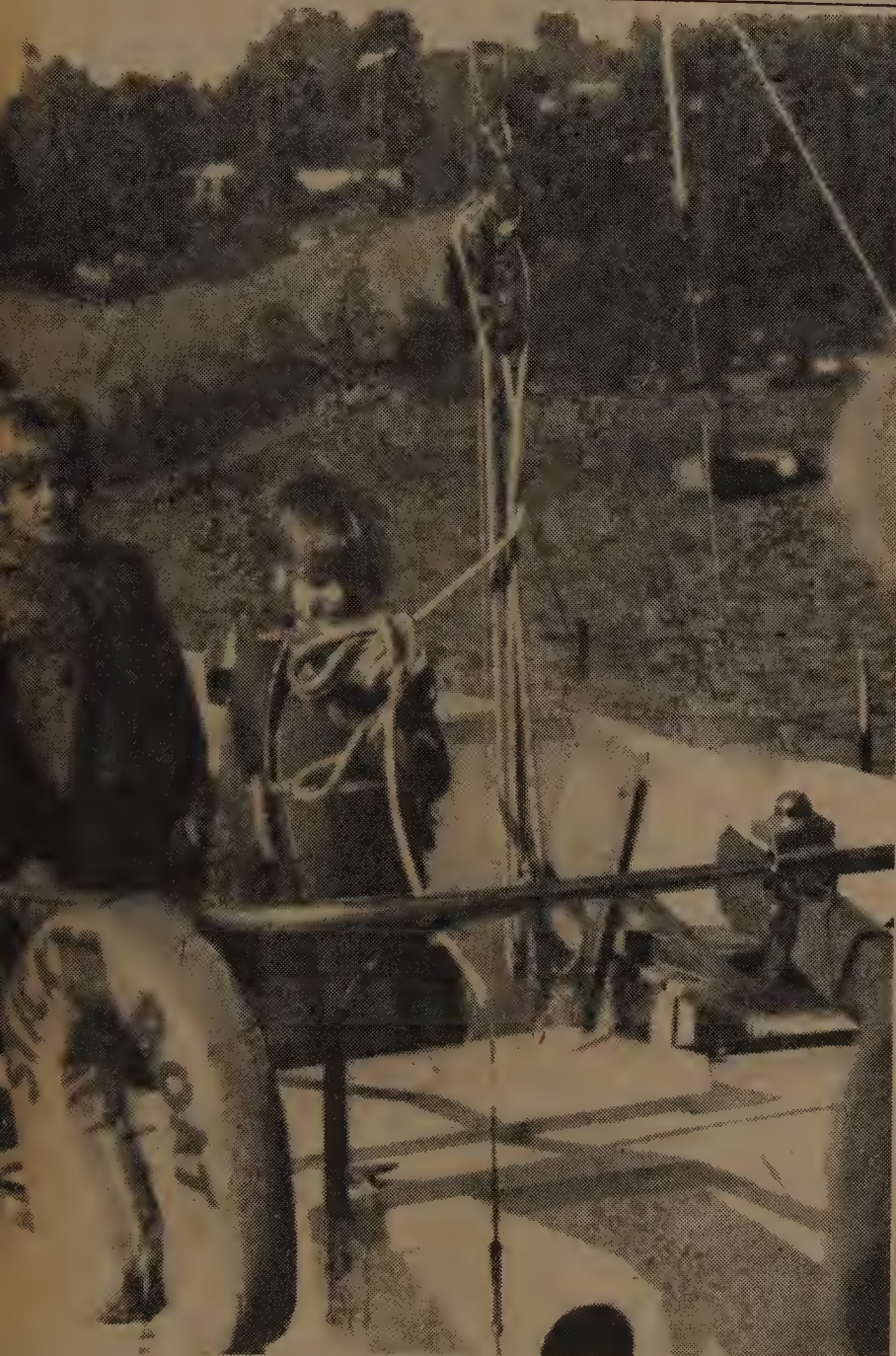
Dad said, "Well, if that's your decision, then mine is to have the kids taken from you, I'll see you in court tomorrow morning." My Dad's threat was just so much hot-air, he couldn't have the kids taken away unless our boat could be proved unsafe.



We had been inspected by the Coast Guard and they never came to that conclusion and they had made a number of inspections. In fact, by the time "Sticker Boat" had gone from Seattle to San Francisco she had been through 8 inspections. The first one we appreciated because they had found our collar type orange life jackets to be defective, so we replaced them with the vest type. The other three things the first inspection turned up were a need for a horn, a second fire extinguisher, and a stern light. We knew all these things had to be done, and we had been planning to get them done. We took care of all of them before we left Seattle and had the second inspectors sign papers to that effect, mistakenly thinking that would be the last time the boat would be inspected.

Terry decided that he and my brother Steve would take the boat down the coast since it was September and that is normally a stormy month. Terry had always felt it would be best if the two of them took the boat down the coast and the kids and I join them in San Francisco. I always preferred to wait till we got to Neah Bay before we made a decision. Well, Terry made the

STICKER BOAT



decision and the kids and I drove down to San Francisco where we eventually met him. I'd have gone down the coast even if it wasn't the wisest thing to do, because I wasn't about to have my Dad tell me what to do. Terry is 36 and I'm 33 so we are not kids.

You may wonder why my brother Steve, who is very close to my Dad, decided to go on the trip, what with the way Dad felt about it. Well, he said that all the people who had advised Dad had not talked to Terry nor had they seen the boat. So really, the people who were telling Dad we would never survive did not know what they were talking about. My brother is twenty-one.

Some Suggestions

The one advantage of having young kids aboard is that they are never bored and they love it. It takes very little to amuse them. You just need three crew members and one babysitter and you would have it made — but on a 28' boat that is a bit impractical, even as roomy as "Sticker Boat" is.

Rugs on boats are a big pain. When it is rainy they get soaked from your boots as you go in and out and with the kids

who spill at every meal — it is forever wet. The one advantage is that it does keep a lot of dirt out of the bilge.

Our girl, Theta, lost 6 pairs of shoes in the first four months, losing only one pair overboard. She was always taking her shoes off and trying to carry them as she got off the boat, dropping one as she got off. Our son Kim, (Kim is finished with first grade, Theta with kindergarten), lost one pair as he was trying to throw them onto the dock, but he did not allow for the wind. It is sure nice Safeway sells kids tennis shoes so inexpensively. Another way our girl lost shoes was not having her shoes tied and they fell off as she was getting aboard.

My two older kids have not needed anything as far as clothes in 8 months, but they have changed shoe size. The baby, Corky Joe, who was 16 months when we moved on and 24 months when we moved off has changed sizes in clothes and shoes 3 times. He has also gone from diapers to training pants.

If you are taking a toddler try out their life jacket. We had a Stearns life vest and just before we left we decided to try it out. It held his face out of the water but not his ears. The orange collar type life jackets keep his whole head out of the water. But, bring more than one because they do not hold up as well. Of course, he wore it all the time except when he was down below. We had a net all the way around the boat and one time when he fell it did keep him from going into the water.

We brought lots of fishing gear but really never got in and used it very much. Somehow we thought we were going to have lots of time to fish, but when you have three kids under six you just do not have much time. I brought a hobbie and lots of books to read but I did not have time to use them either.

Without a refrigerator you end up spending more time cooking or else you have to make a trip to the store to buy something quick to fix. I have never missed a refrigerator, but with the kids I have missed a washing machine.

Our insurance for the trip was an 8-man self-contained Avon and a new ship-to-shore radio. Upon leaving to cross the ocean we planned on picking up a radio beacon.

Bringing enough clothes for everyone for hot weather and for cold weather has been a storage problem. We all have down coats, rain gear, boots, wool socks, mittens, hats, sweaters, and then we all have sun hats, sun glasses, shorts, tank tops, sandals, and sweat shirts. Then we have our everyday clothes of jeans, knit shirts and tennis shoes. We all brought 2 dress outfits which we have rarely used. I wish I would have brought one pantsuit instead of two dresses, I'd of had more use out of it.

We brought our sewing machine, but have never needed it. Other boaters have borrowed it for sail repairs, mending and dodger repairs. I have recently made a cowboy outfit for my oldest son and am making covers for our anchor winch, propane tank and tiller. Our table is gimballed and Terry made a shelf under it to store the machine.

Bring a replacement kit for your head.

Bring unlined boots for the kids so you can wipe them dry and not have to wait for them to dry.

Buy an auto pilot.



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STICKER BOAT

We should have brought more than 3 doses of ampecelin what with three kids. In just a four month period our girl contracted a urinary infection, our baby an ear infection, and our oldest had strep throat and then he had an ear infection. I'd recommend that people take a medicine kit even if they are only going offshore for a couple of days. Nothing is worse than having a kid with 104 temperature complaining about his ears and you are already one day away from medicine.

One cannot bring too much gear. Our attitude was "am I willing to throw it overboard if we find we don't use it". The only thing I ended up throwing out was the kids cardboard games because they molded.

I started out with cloth bags with plastic zippers to keep the kids clothes in since all of their clothes went in one cupboard. I find their clothes better. The idea did not work because they could not remember which bag had the sock in them, etc. So, I went to lock-top bags and they worked great.

The only toys one should bring are the toys that are played with every day and are small. With our kids that it has been army men and the small Fisher Price people and toys, small cars and trucks, paper, crayons, and books that are in the "I Can Read" category, and paperback books and comics. For the baby I brought a Mother Goose Book and Dr. Seuss Dictionary and his tuperware Shaper toy.

Living on a boat with a toddler is like living in a house on a busy street without a fence around your yard. You constantly need to keep your eyes on him — every minute. Even with a life-jacket on they can fall in and be crushed between the boat and the dock or fall in and come up under a float thus drowning. The latter happened to us the day before we moved off our boat. Let me tell you it was the scariest time I have ever experienced. Our daughter pushed the baby, Corky Joe, in the water and then fell in herself. We saw her fall in but did not see the baby fall in. We saw his body sticking out from under the dock, his head trapped under the float. I used to say to people, "don't worry, the kids got a life-jacket on", but I don't say that anymore.

We brought hand towels instead of big bath towels. They take less space. I even switched to bikini underpants — which I hate — because they take less space.

The worst storm we have run into is "People Storms — the constant criticism for taking our kids with us. Even when we know it is far safer to be out on a boat than to be on a freeway in your car. To avoid the "people storm", I'd recommend that other families that want to go on an extended cruise not say anything to anyone until the day they leave — or better yet, send everyone a card when you reach your destination. People who have supported us have been other boaters and the older generation who say: "fulfill your dreams when you're young".

I still feel we will go cruising, but we will wait 4 or 5 years so we can have some able-bodied crew members who can tie their own shoes and stay out of puddles and take a turn at the helm.

— Judy Cohn

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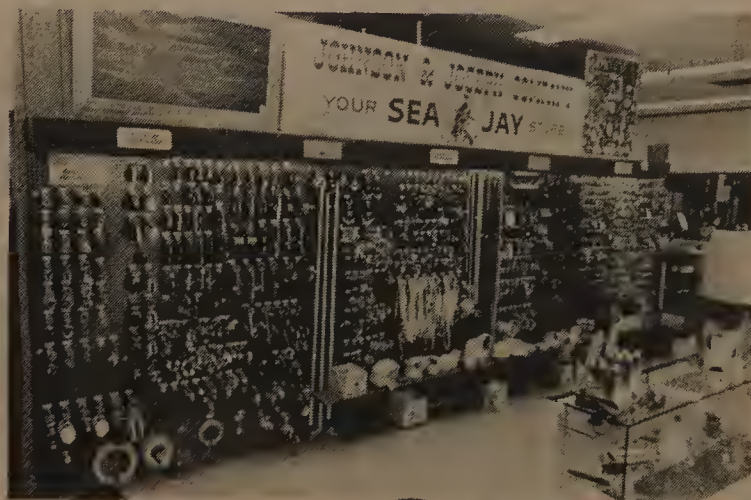
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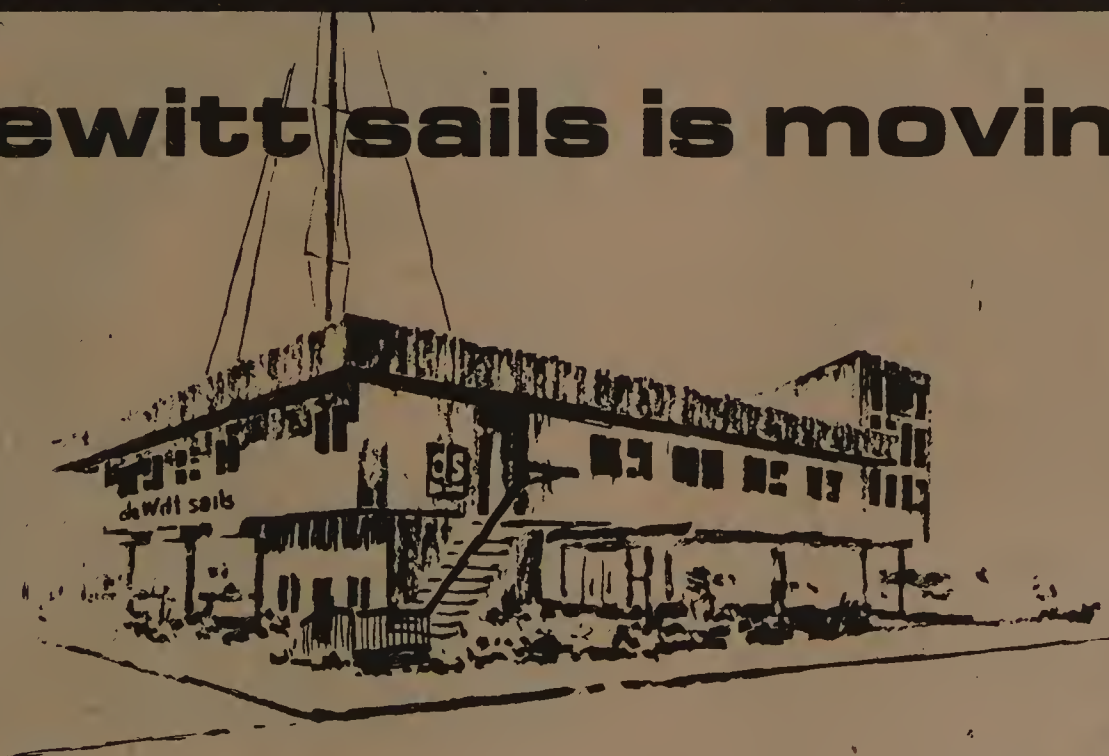
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SIGHTINGS

rules were made to be broken

"Imperfect by the multiples of the imperfections of the individuals".

Such was the defense offered by Gary Mull on behalf of the International Technical Committee, the group which calculates the IOR racing rules and ratings.

The comment was in response to the fact that last month the IOR ratings were 33.3% less confusing than this month. Last month there had only been two rating systems to bitch and fight over; this month there had been three.

We're certainly not going to review everything that has gone on to date, but a short summary is in order in case an ITC member asks for your daughter's hand in marriage. In the beginning (the start of this year will suffice) the IOR had the Mark IIIa rule and life was just a bowl of cherries with a few worms. Then one day in Florida during the Boca Grande Race of the SORC, masts started tumbling from the skies and hulls started to crumble — or so it was reported in the press. It was a bad scene for the IOR and PHRF organizers laughed in their beer.

IOR authorities quickly identified Farr-out type light boats with large sail plans as being primarily to blame for creating the problems. As quickly as possible a "provisional" rule was sent out to all fleets to replace the Mark IIIa rule — assuming the local fleet voted to use it, and only until 1/1/79. San Francisco sailors who were not too confused voted to use the provisional rule in the Bay and Gulf of Farallones Series. And so the rule passed for those two series, but the vote was so close that it proved the new rule had created almost complete disagreement among IOR racers.

It took just a few days for the anti-provisional rule people to call for a vote on by-laws. As the sailors walked into the door of the St. Francis where the issue would be discussed, in with them blew an entirely new rating rule, the "Test" rule. IOR critics were jubilant, it had been nearly a month since the rules of the racing game had gone stale.

According to the ITC (International Technical Committee) the "Test" rule was, except for a few minor changes, going to be the effective IOR rule as of January 1, 1979. Sent out with the "Test" ratings was a letter from USYRU on May 30 stating that "the most recent proposals (the Test rule) will not be intended for application in 1978". Only three days later a new letter was issued which said "If you wish to use the (Test) ratings in your fleet racing, the USYRU has no objection and will be interested in your comment."

Perhaps beginning to feel a sense of vertigo, the local fleet recanted on the decision to use the 'provisional rule' for the Gulf of Farallones and Bay Series, turned down the use of the Test rule, and went back to the Mark IIIa that was being used at the beginning of the year when life was just a bowl of cherries.

We'd like to tell you the comparative effects the Test rule will have on local boats when it does go into effect in January of 1979 but we can't since the age time-allowance factor hasn't been worked out. The feeling seems to be however that the Test rule is somewhere in between the provisional rule and the Mark IIIa with light boats and excessive sail plans getting hurt the most.

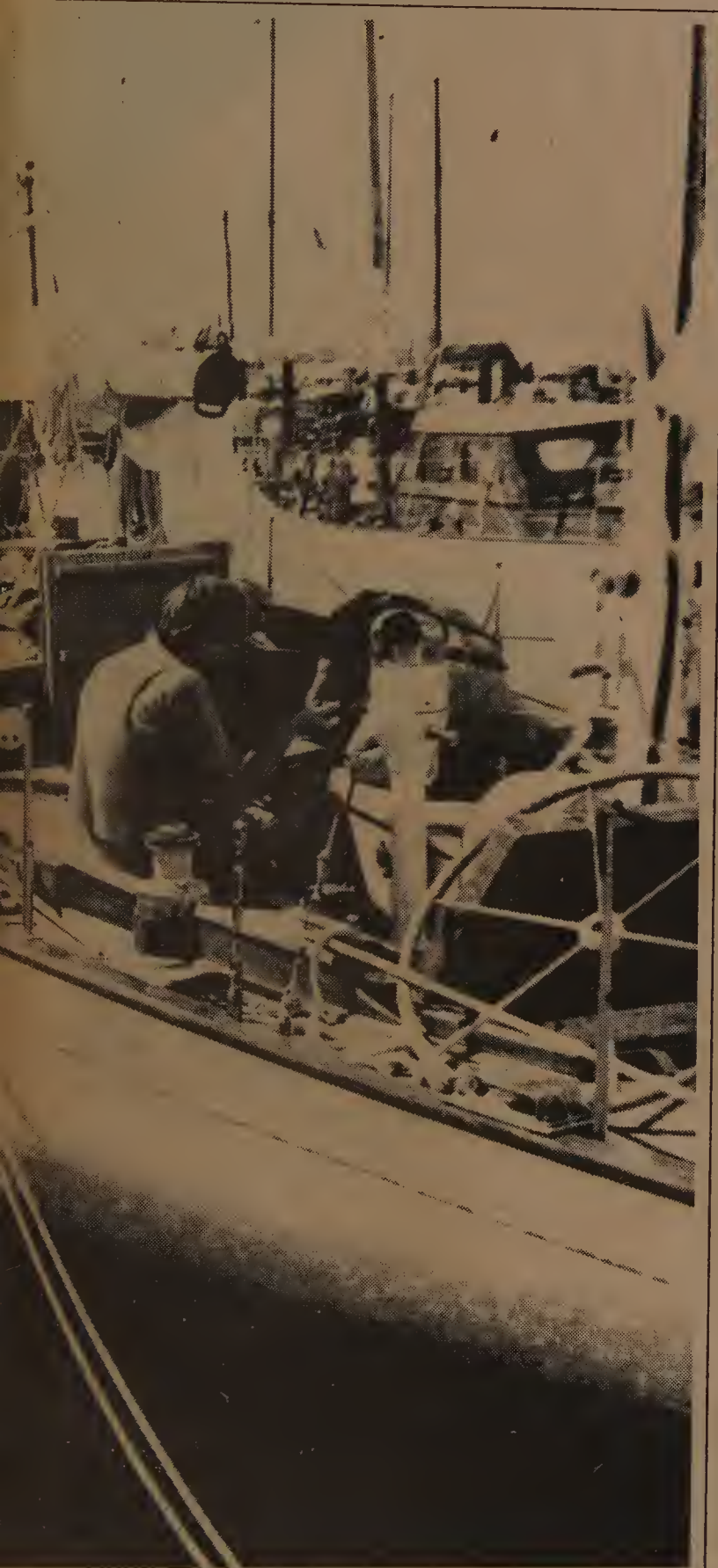
If you have such a boat don't fret, at the current rate the rule will change 7 more times before January; after all the IOR rule seems no more stable than the boats they are trying to weed out. Stay tuned for more details — to Sail magazine for example — frankly we've had enough.



why does this boat

The boat is Skylark, and she looks awful for a couple of reasons. The first is that she is getting ready to head to San Diego to be the lone northern California representative in the Ancient Mariner's TransPac, and everyone knows that all boats look like hell just before they go anywhere.

Bill Pritchard is the skipper, Pete Sutter the



look so awful?

navigator. Jim Leach, Bob Flowerman, Zan Alexander, Kevin Friel, and Nancy Babcock are going along as crew.

But there's another reason this boat looks so awful. We took the picture with our camera, and we just found out it's been broken for months and months — look for better photos in the future.

bow wow! bow wow!



how you like them scuppers

Sailors may differ in experience and skill but one thing is certain: they are all impressed by a lady with a nice set of scuppers.

Broad reaching is a centuries-old pastime and what sailor will resist the temptation to pat a nice escutcheon if the opportunity presents itself. He may even overlook a saggy luff if she has nicely shaped futtocks.

But take my advice, don't be in such a hurry to engage your tiller. Begin with the blower and when that proves effective, proceed to the sheets. Only then should the tiller come into play. Point up when it is to your advantage. The pole height and angle are also important, being gentle so as not to hurt the clew.

By all mean, the proper contact between pintles and gudgeons is essential. A folded prop can also be a problem, particularly in reverse position.

Which brings up another consideration: a helmsman can become bored with the same position all the time. An aft position can give you an entirely new perspective on the sport. But, an athwartship position is not recommended for the novice, even with the aid of a tiller extension.

If the lady is balky, her stays may be too tight. Furling her up while you ease the tension will produce more exciting results.

Lubricating the boom crutch can improve performance, and a few bights might increase the effectiveness of your technique.

Stroking her brightwork will noticeably enhance her comeliness, and some attention to her cheekblocks will probably be rewarding.

The rest is up to you. If you approach the lady with forethought and dedication to the sport, you will be rewarded with responsiveness and exhilaration.

It can be an expensive proposition, but most sailors will heartily agree that she is well worth it. — Sally Snatchblock

SIGHTINGS

usyru junior champs

The following was "lifted" right off the SBRA Newsletter: USURU Junior Championships. The area quarter finals for the Sears, Bemis, and Smyth, were held at Palo Alto Yacht Club on May 6th and 7th. Conditions were moderate with winds to 14 knots.

SEARS RESULTS: 1st, Brad Wooley, Mark Dellenburger, Tom Holland — PAYC. 2nd, Alan Saldich and crew of PAYC.

BEMIS RESULTS: 1st, Bruce Edwards, Robert Gamble — ISC. 2nd, Loretta Romellse & crew — FSC. 3rd, Gordon Clute & crew — SFYC.

SMYTHE RESULTS: 1st, Peter Ware — Stockton Sailing Club. 2nd, Russ Silvestri — St. Francis. 3rd, Steen Jensen — SJSC.

The top three boats in each group will sail in the semi-finals at San Diego Yacht Club July 8th and 9th. The finals will be at Mission Bay Yacht Club August 21-25. The boats for both the semis and finals will be Thistles, Snipes, and Lasers.

just us girls...

The University of California Women's Sailing Team recently won the Intercollegiate Women's Championships held at Mission Bay in Oregas.

Suzie Klein was the skipper of the 'A' boat with Wendy Bens as crew; Vicki Call skippered the 'B' boat with Dayna Williamson as crew. Suzie was the only 'non-foreigner' as all the other girls hail from Newport Beach.

You don't know if this is a big deal, winning this Intercollegiate Competition. Well, it is. Not only did the girls compete against 15 teams, but they were good teams who brought their coaches and men's teams for support. Leading the losers were Tufts, Boston U., Navy, Princeton, Yale and all those schools with Ivy. The Cal girls won the championship without even having a coach, "It was just us girls" said Suzie.

Not only did the UC girls win, they won big, with an unheard of margin, 125 for Cal to 150 for second place Yale. Back east this kind of racing is very, very competitive, so it was a super victory for the coachless Cal girls, many of whom are now going back east to compete in other races.

so tell us what those races are

Oh all right. In New Haven there is the USYRU Women's Nationals, which will be sailed in 420's. Local women Poppy Truman, Suzie Klein, Lynn Huntly, Pam Poletti, Kathy Truman, and Vicki Gilmore will participate. Women's racing is getting more and more competitive each year and some consider this to be one of the best women's fields ever assembled.

After the 420's Harriet Minkowitz, Pam Poletti, and Suzie Klein will be competing in the Singlehanded Nationals to be sailed in Lasers.

Poppy Truman, who won the Laser Nationals last year, will not be entering the event this year because of a scheduling conflict. Poppy will be in Annapolis with Dennis George competing for the Double-Handed Championships with Dennis George.

Suzie, who gave us most of this information, wanted to say that without the support of the SFBSA and some help from the yacht clubs many of these folks wouldn't be able to participate in these regattas.



a torture ship?

This is the Chilean training vessel, the Esmeralda. Well, that's what the Chilean government calls her. Some people who went down to see her call her a "slave ship" and a "torture ship", claiming that it was used as a prison for political prisoners. Who knows?

want to sail

At the last meeting concerning sailing opportunities in the Golden Gate National Recreation Area, members of the public in attendance decided to attempt to form a 'Sailing Co-operative' in the GGNRA. This co-op would be formed and funded by persons interested in jointly owning several sailboats to be stored on land somewhere within the GGNRA. Besides providing opportunities for daysailing and racing at low cost, the co-op would also provide sailing lessons and similar services to the general public either at low cost or for free.

The next meeting of the sailing co-op will be held on Tuesday, 18 July, at 7:30



aren't they all?

Actually we just wanted to show you how big she was, because the Coast Guard Training Ship the Eagle is due in San Francisco during the fall — and she's bigger. "Holds more prisoners" is the way one guy put it. Yeeeeech!

without going broke

PM, at the Visitors Center (Building 201) Fort Mason, San Francisco. Prospective members of such a sailing co-operative are urged to attend. The co-op is non-profit and open to all. We need people who want to sail without going broke. Both experienced and inexperienced sailors are welcome. You need not own a boat, as we are going to eventually provide boats, as well as a unique place to sail.

The following MUNI lines go to Fort Mason: 47 Van Ness, 30 Stockton, 22 Filmore.

For further information contact Chris Barry at 362-1092.

abc's

El folleto "ABC's de la Ley Para Embarcaciones de California" ahora es obtenible en Espanol. El folleto es gratis y puede ser obtenido escribiendo al Departamento de Navegacion y Desarrollo Oceanico, 1929 "S" Street, Sacramento, California 95814.

"Esta es la primera vez que este resumen de las leyes para embarcaciones se ha traducido al Espanol para beneficio del publico de habla Hispana," dijo la directora del Departamento, Marty Mercado.

"Queremos animar a todos los navegantes que manden pro su copia. El folleto contiene todas las leyes y reglas tocante a embarcaciones de recreo y toda informacion necesaria para el navegante tocante al equip necesario para operar su lancha legalmente y con seguridad," dijo la Sra. Mercado.

El folleto tambien contiene informacion que explica como registrar su lancha y que se debe hacer en caso de un accidente.

This has been a test, if you did not understand the preceeding paragraphs you are not fluent in Spanish. This has been a test. Adios.

at least a postcard

It's going to be a busy Fourth of July with more sailing events than you can shake a stick at. We wish we could be in them all or at least at them all but we can't. . . . so, how would you like to send us some information and photos on what you did over the Fourth. We don't pay a lot, but we do pay.

We're not picky you can send us stuff on the MORA Race to San Diego, the Boreas Race to Moss Landing, the Monterey Race, the Tahiti Race, the Singlehanded TransPac, the Delta Downwind Drunk, the Laser Heavy Weather Slalom, the Bermuda Race, the Ancient Mariner's TransPac, the Windsurfers Trans-Bay, and lord knows what else.

We'd appreciate hearing from you, and you'll like making everyone drool over what fun you had.

free beer free beer free beer

will be available courtesy of the Funky Boat Race Committee in downtown Sausalito on the 4th of July. All this drinking will be part and parcel of the 6th edition of the Funky Boat Race.

Unusual in this rather unusual race is the fact that entrants need not race to participate, "entry is established by arriving at the dock by some form of boat". The committee dock will be anchored off the Spinnaker Restaurant and it is from this dock that all suds will flow.

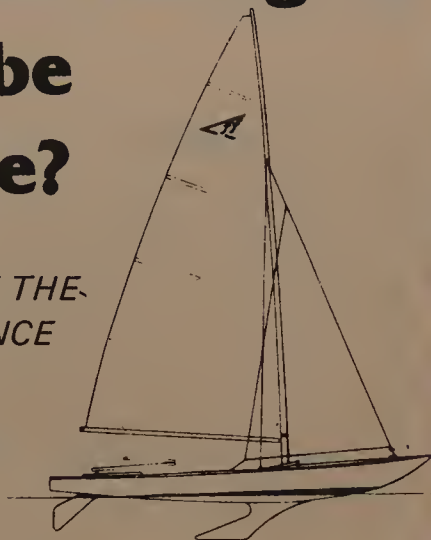
Before getting all bloated, you might want to start at the optional start at the Dumphy Park Lagoon at the foot of Napa Street. Show up at noon in your: toy yacht, canoe, rowboat, dory, whitehall, skiff, workboat, sailboat, windsurfer, go boat, pelican, rubber raft, bath tub, or birthday suit.

How did this event get started? With an argument. Somehow years ago Gordie Nash (who spearheads the event) and Peter Sutter and Kit Africa got into a big ruckus over who could beat who, in who's skiff. Someone said, "I can beat all you!" Another said, "My foot, you old fart!" It has steamrolled from that innocuous beginning, and reached it's zenith with the bi-centennial drunk in '76 with 185 boats participating.

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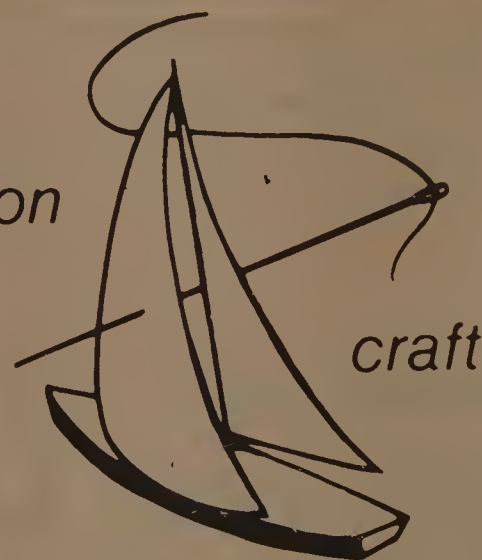
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SAN JOSE

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Last month we wrote about our very first YRA race, so this month must be our first ocean race? Yep, it is, the Aeolian YC's Annual Lightbucket Race.

Long about a week before the starting gun we learned that there is a big difference between racing in the ocean and the bay: we were scared! Paralyzed with terror found relief in the purchasing of safety equipment. First we bought a flare gun; it was warm and made us feel secure. In case of an emergency we could fire a flare down our throats and kiss the world goodbye. An owner has to think of the crew's safety too, so we bought them all little whistles. These were a stunning success, they cost only pennies and gave the crew a euphoric false sense of well-being.

A good crew is essential on any race, so we finally managed to round up $6\frac{1}{2}$ of our normal suspects: 3 men, 2 women, 1 pregnant. Normally we like to have a crew of 8, but we were $1\frac{1}{2}$ short when some jerk told another preggers that it was an ocean race we were going on.

As the starting gun went off we were relieved to see that the howling winds and rough seas of the previous days had subsided. The winds were pleasant, the seas gentle, and there was a strong ebb. If we did a good job of riding the ebb out and then caught the flood back in with the chute up . . . why heck, we just might be able to finish the 25 mile course before the tranquilizers wore off. Swiftly slipping under the Gate we thought we might pull it off. Then it happened.

There was a big bang and we noticed that the main and boom were laying on top of the house. The main was not drawing well down there and after a few minutes we decided something was wrong. The main halyard shackle had broken, our prayers had been answered! We could now drop out with dignity, we were "broke-down".

Actually after preparing for a good fright we couldn't just quit, and after motoring under the Gate and hoisting a man up to jury-rig the halyard we headed out around the course anyway.

The ocean was great, it was a superb day for sailing. We did have two casualties, one pregger fed the fish, another crew member who appeared to be meditating along the lee rail was also heaving.

The ocean was great — the bay? She was a killer as you may turn the page and see

— Latitude 38

AEOLIAN LIGHTBUCKET



LIGHTBUCKET



with
severn
annapolis 44

STAN BEHRENS
COLUMBIA 32
NIGHT STAR



with
sonata
lapworth 39

ALL PHOTOS BY DIANE BEESTON



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**john alderman's
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WE'D LIKE TO KEEP SAILING IN YOUR LIFE!

SAN FRANCISCO'S TOP TEN SUPER SAILORS

is not the title of the article by Marilyn Yolles that starts on page 39. That however, was the working title when she was thinking of selling it to something chic and sleek like "New West" and such. It's a marvelous grabber (which is why we printed it at the top of this page) because everyone likes to read and bitch about who is the "best" even if there is no such thing.

Fortunately somebody told Marilyn to sell her article to "38" and since we give our sheet away we could junk the catchy but inaccurate title in favor of something more more honest and boring like:

SUPERB SAILORS

For each of the next four months we will be publishing two more of Marilyn's interviews with the sailors other sailors think are tops. The first two interviews start in this issue after Bob Klein's letter to Marilyn explaining what's 'wrong' with the idea, and Marilyn's own introduction.

Who got the most votes and is therefore the "best"? Marilyn won't tell us, so you'll have to torture it out of her. Who are the other eight "Superb Sailors"? Marilyn won't tell us either, but she gives some clues on page 39.

MARILYN'S LETTER

I am a freelance writer researching material for an article, "The Top Ten Sailors on San Francisco Bay".

The article will present a mix of sailors who, because of their racing ability, crewing ability, able seamanship or overall excellence, would be considered to be outstanding sailors.

The suggested names appearing on the enclosed list were recommended by a variety of sources. I would very much appreciate your looking it over, crossing out some names, perhaps adding others. Then check those whom you consider to be in the top ten. Hopefully an informal consensus will be reached. This survey does not purport to be a scientific study.

Thank you, Marilyn Yollis

BOB KLEIN'S REPLY

A 'mix' of sailors" is right! It will be interesting to see how much they sort out.

Are you also a sailing person? If so, you know how difficult it would be to compare John Bertrand, who has won all over the world in a light, single-handed Laser, and Hank Easom in his venerable 8-meter, if they were to be pitted against each other in a boat somewhere between a Laser and an 8-meter on the Bay.

Ocean or Bay — flood current or ebb "slop" — summer westerlies or midwinter mix — weather conditions make a big difference as to who is best at a given time. This is especially so in the singlehanded or small planing boats, that and the "live ballast" on a light day as opposed to a heavy day. The age of the person also has a bearing. Note I added Bill Trask to your list. His years of wisdom would outweigh some of the young hot-shot's physical agility, on a not-small boat. John Ford is another veteran who all season long sails perfect races on the Bay. Some of the old-timers who were tops a couple of years ago are not making all the races (mostly because boats become obsolete so quickly in this age-of-the-designer) and let's face it: practice is as important in yacht racing as it is in piano playing or A.A.U. swimming. This accounts in part for the excellence of the many "pro's" on your list, whose business it is to sail all the time.

How, also, would some of the fine single-handed people do with a crew of seven to coordinate? A congenial and effective mix of skills and personalities is an important function of the skipper, especially on the long and difficult races.

It also takes a fleet of good competitors to make a good skipper. Excellence breeds excellence. Some of the people on your list are winners in weak classes, which is no indicator of their ability. All they have to do is beat the other "turkeys". Similarly, some are simply sailing fast boats, so you almost have to discount design break-throughs of these super boats.

How also, in the rating of an overall performance, does the grinding down on crew and gear of a long Bay and Ocean season compare with the flashy assembling of experts on a "Lipton" or Challenge Cup. I have done both, for many years. And about now, let's hear one for the "OWNER". (few on your list are Owners!) He's the one who keeps the boat clean, seaworthy, the gear repaired weekly, and supplies ALL THAT FOOD. For instance, Mrs. Klein served or sent 350 sandwiches, 350 cans of

beer or soda; gallons of coffee; 120 dozen cookies; 72 dinners and 72 breakfasts. This is only for "Amateur Hour's" regular season, not counting more for "Bravura" and "Vendetta" in the St. Francis Series, the Santana team and match races, the Lipton cups, etc. This is part of the winning effort on any boat above the 505 level.

And what kind of men are your 10 outstanding yachtsmen? Are they "takers" whose name peoples the magazines, and trophies line their walls? Are they "givers", who put back into the sport by running Junior Programs as Bob George is doing at Richmond, and Jim Truman has done, along with Don Trask and others. Are they active in their yacht club management, in race committee work, in the USYRU, YRA, SYRA, their one-designs and other associations.

As an example of your theme, you might be interested in investigating a series we held last fall (a repeat of the year before) when Richmond Yacht Club and the St. Francis sailed one day of match races and one day of team races. This kind of concentrated racing brings out one's tactical ability! Sailing for the RYC — who won both days — was DeWitt, Bill Claussen, Jim Lindsey and myself. Sailing for the St. Francis (six, because some of them were co-skippers) were Bob Smith, Chris Boome, Peter Szaz, Don Trask, Dennis Surtees and Jimmy Warfield. I might add that the previous year St. Francis won one of the days, because DeWitt was sailing for the St. Francis that year, and he does a lot of winning. (You might research the fact that Jim has won every "big Lipton" he's sailed in for about 8 or 9 years, beginning with the Bounty "Mutineer" in 1965. The one year he didn't win was when a fishing boat rammed "mille Failte" and tore the jib on the last beat to the finish, with a comfortable lead at the time.)

I don't envy you sorting out all the strands of excellence that it takes to weave a composite winning sailor on San Francisco Bay. I'm sorry I can't check 10 names, as directed. I have sailed with and against almost all of these men at one time or another, in one boat or another, from El Toros to "Blackfin". It is part of being a winner to respect these 35 and 200 others out there, for what they are and what they do at a given moment. They're all very, very good. Thank you for including me on your list!

Very truly yours,
Bob Klein

SUPERB SAILORS

I'm just not sure how this story got started. I believe it began to evolve after a sailing symposium held last year by UC Extension.

Some terrific sailors had gathered there — John Ford, Jim DeWitt, Tom Blackaller, Gary Mull, Hank Easom — and they were sharing their experience with weekend sailors. I was floored by the depth of their knowledge. For example, they knew what the wind will do when the sun shines on Yellow Bluff. They explained how to make the competition go where you want them to go without jeopardizing your own position.

I began wondering how these individuals had accumulated such vast amounts of information. How they integrated it all. Once again I was impressed by the intellectual aspects of sailing. These sailors were more than athletes — they were engineers, mathematicians, chess players.

I was curious to know why, out of about 2,000 racing skippers in the bay area, did a handful consistently come out on top. Do they have something the rest of us don't have? Some special qualities and abilities or tricks up their sleeves?

As I began interviewing some fine sailors like Steve Taft and Ed Bennett it became obvious that all the above were true. Most had begun sailing early on and had worked at developing their talent, practicing no less than a Van Cliburn.

They experiment with the bend in the mast, practice boat for boat to improve speed, daydream about starts. They get down to the subtleties and nuances of the sport. But, most of all they sail and sail and sail.

It occurred to me it might be kind of interesting to ask these supersailors whom they consider to be the best on the bay. Informally I began talking with some of them and with sailmakers and naval architects and other well-respected sailors asking them to help me compile a list of top sailors.

The complete list had thirty-five

10 are men

9 have blue eyes

**8 began sailing
on dinghys**

**7 began sailing
by age 10**

6 have children

4 are married

**3 have fathers who
built their first boats**

2 are world champions

1 takes modern dance

all live to sail

names in all. It was sent to 41 people — to all thirty-five candidates and to several prominent figures in the local sailing community. Each individual was asked to check his "Top Ten", in view of the sailors' racing ability, crewing ability, seamanship and overall excellence.

Of the 41 questionnaires, 36 responses were returned by mail within a few days. (Does this mean that sailors are super-conscientious or did the candidates want to make sure that their names would appear at the top?). It was easy to tally the results.

I admit from the start that the validity of such a survey is questionable and surely would not pass the scrutiny of a credentials committee. The various pitfalls and shortcomings of this survey were best pointed out by Bob Klein who wrote the accompanying letter rather than check any of the names on the list.

Klein is right of course, the survey is imperfect. Still, it's fun to try. So, what I have come up with is a list of ten superb sailors on the bay who are hot now — not necessarily the "Top Ten".

The mix was terrific. Laser sailors and America's Cup crewman. One skipper who rarely sails outside the Gate, while another races all over the world but rarely on the bay. One just loves to grind down the competition while another competes to know himself better. One doesn't give a damn about an organized exercise program, while another is a marathoner. One does practically nothing but sail, another squeezes it in between his professional demands. There is one skipper who learned to climb a mast before he could walk, another didn't take up sailing until he was twenty-nine years old.

If the suspense is killing you and you can't wait until the next four issue to find out the other 8 "Superb Sailors" on San Francisco Bay, eleven clues are printed in the center column. (You may even want to figure out your statistical chances of making the list.) — Marilyn Yolles

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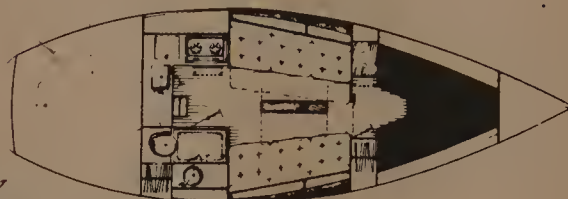
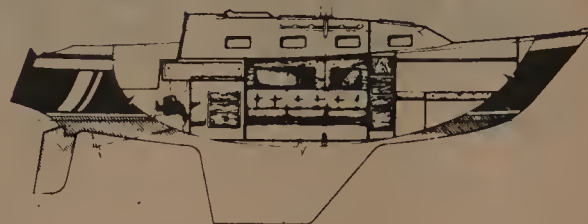
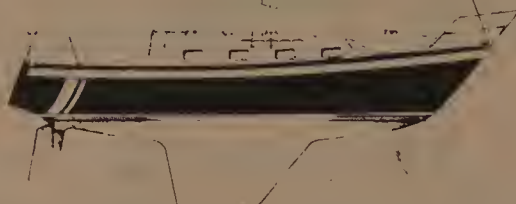
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JON ANDRON

"I BELIEVE IN MYSELF"

When he was only twenty-two years old, John Andron won the esteemed TransPac Race. That was 1969 when he skippered his dad's Cal 40, "Argonaut" to become overall winner of the event.

Andron, a tall, lanky, thirty-one year old investment counselor likes to sail boats, particularly big boats where he's in charge. "I like to be where the decisions are made, sailing with the best sailors. Races are won and lost by the people doing the thinking."

Jon's credits are dazzling — a fleet champion in Santa Barbara by age ten, Geary 18 National Champion in '68, TransPac Class winner in '71 and '77 and on First-to-Finish "Ragtime" in '73 and '75. John was foredeck boss in the 1970 America's Cup on Intrepid with Bill Ficker, the 505 North American Champion in '75 on San Francisco Bay, and on the overall SORC winners in '75 and '78 with Dennis Conner ("Conner is the best sailor I've ever sailed with. He

can get in any boat and win".) What is Jon's long-range goal? "Someday, I want to go faster than anyone has ever gone."

Andron looks boyish, despite his sophisticated attire — a three-piece Montgomery Street business suit. His voice is mellow, his conversation intelligent. Andron is widowed and has two pre-school children. He reveals that organizing his household is more frustrating than commanding a six-man



crew.

Andron has had a lot of advantages in life: growing up sailing in Santa Barbara, being given his father's boat to race with his brother at an early age. And he's had a good education. He graduated from Claremont College and has an MBA from UCLA.

But more of what Andron has achieved has been accomplished through hard work. His approach to business, as to sailing, is precise and intense. And as a result he and his partner have been spectacularly successful. They handle a limited number of accounts, none of which is under \$100,000. But ask Jon which comes first in his life, his business or sailing, and he'll quickly reply, "I work so I have free time to go sailing."

Andron began by sailing dinghys, then got into larger boats. "When I was young, I sailed for recognition. It was an entrance to a different level of society. It opened doors to meet new and interesting people."

Andron moved to the Bay Area in 1972. He lives on the Peninsula. Now he races 505s part of the year and races big boats the rest of the time. "Five-Os are the most competitive of the small boats. They have a lot of sail area for their size. It takes a good deal of skill to sail a trapeze rig. You have to be strong and in good shape." The disciplined yachtsman jogs a couple of miles about five mornings a week — "God it's boring, but I feel better because I've done it. Sailing 505s keeps me young. When I'm 60 I still want to do the things I do when I'm thirty."

Andron's sophisticated tastes include going after the best in big boat sailing. He will go all over to find good competition. "Personally, I try to seek out the best competition when I race. I think the best in big boat racing is the Southern Ocean Racing Conference because:

- A. It's likely to be warmer.
- B. The wind doesn't quit at night.
- C. Weather changes make it interesting.
- D. There are more boats.

(The man thinks in outline form!)

"Campaigning a big boat is like running a corporation. It's a big business

— you're trying for results. Victories are your profits.

"The main areas where I do more than other sailors is in boat preparation and handling. I try to have my races mostly won at the dock. The boat is completely prepared — fittings, the gear, the sails. People neglect maintenance. I make sure everything works perfectly. Nothing breaks. I'm not fighting my boat. I get around faster even if I'm no better. As I go around the marks, other people start dropping behind because it takes them longer to get around the course.

"I experiment a lot with strings, wires, new fittings. I have numerous holes in my boat. I move them until I get them right. If you sail a demanding boat you have to dream up a way to have it be easy. I want to be able to go 'in' a race — not race my boat." He waits to make sure the distinction is understood.

"I believe in myself, that's the main thing I have over the others. My motto is: Sail up the middle and beat 'em with consistency. When I'm behind I don't worry because I believe in myself. They'll make mistakes and I'll catch up. It's very similar to tennis. If you get behind, you don't have to get right back in the lead. The older I get, the less I panic."

Does Andron have any racing tips? "The thing on the Bay is the current. You have to know what it's doing. I try to check the current at every mark on the race course before the event. The Tide Tables don't know there's twelve feet of snow in the Sierras. All the ebbs are going to be much stronger this year than last year. The flood will be weak. You've got to look in the book, then look for yourself. You've no idea how big a factor this is. There are places you would go with a mild flood that you wouldn't go with a strong flood.

"Because I do it well, I keep sailing. There's a certain amount of momentum to it. It's almost become a sub-profession. It's another level of achievement. There's no king of sailors, but it's nice to know you've done a few things in life.

"I'm content to be known as Jon Andron . . . a good sailor."

— Marilyn Yolles





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HANK EASON

"I'M A BORE"

There's probably no better liked champion on San Francisco Bay than Hank Eason. Eason's what America is all about, or used to be, anyway. He is hard-working, straight-forward, level-headed, inventive, unaffected, and as good as his word.

Winning is not the most important thing to the forty-three year old skipper, although Hank is totally committed to racing — "I admit it, it's an obsession. But I'm out there to have fun. I'd rather sail

with old friends than red hot professionals. (Of course it helps that Eason's crew has raced with him for more than a decade.)

Over the door of Eason's office-shack at his Sausalito boatyard is an old 8x10 photo. The picture is of a small boy sailing a dinghy. The little fellow with close-cropped hair couldn't be more than nine or ten years old. His back is to us as he sits upon the rail, hand gently resting on the tiller, looking up at the sail. Of

course it's Hank as a young boy in Belvedere.

Eason's been sailing ever since he was seven. In those days during World War II there were no junior sailing programs. Kid's sailing was not promoted like it is today. But Hank, by age ten, was entering small boat races with his brother and he's been racing on the Bay ever since. "I'm a bore," he says, "I've never done anything else. I don't like skiing. I do enjoy competitive tennis, but other than that, I



HANK EASOM

play with boats”.

Hank's accumulated enough local knowledge over the past thirty-five years to be one of the best. His experience, combined with an even-tempered disposition, make him a consistent winner.

“It helps to sail more than one day a week. For many years I commuted to work in my boat (he now lives in Tiburon.) I still do once in a while. I feel better when I'm out there than I do in here.” He glances around the office. “I go sailing to get away from the garbage. I like to go out by myself. I enjoy the handling and maneuvering.”

Easom's face is tanned and deeply etched by the sun, making him look older than his years. The eyes are blue-blue. His hair is sandy. In the boatyard he appears relaxed despite the heavy schedule. The large, rough hands look like they've seen a lot of work. He ambles through the boatyard surveying the activity — repairs mostly — with a knowing eye. The yard has as good a reputation as the man. “Sailing got me into this business. The boatyard makes it all possible,” he says appreciatively.

By “it” he means, of course, the racing. About 60 races a year, primarily on “Yucca” the eight-meter he has campaigned successfully for twelve years, winning seven Lipton Cup trophies and last year the San Francisco Cup aboard Frank Gerbodi's “Oli-Oli”. Easom wins time after time, always with grace.

Hank recently purchased an Etchells 22 — “Wildfire”. He explains the move: When I found “Yucca” being severely penalized by the IOR rule I decided I'd rather change boats. There are about eighteen Etchells in the class. It's a good answer to a lot of problems — a high performance boat while taking the weather of the bay. And, you don't have to be an athlete to sail it, so older fellows can.”

Though Hank has been strictly a local sailor in the past, rarely competing outside the Gate, he is thinking about a world championship now. “I feel the need for better competition. The Bay's a



Hank Easom sailing: opposite page, as a youngster in a “Santa Barbara Moon”. Above, on Yucca.

little behind the times. The YRA as such has not been the best program. There are different levels of competition. Take the HDA, they race eight times a year and that's it. I much prefer the short course, quick races. One race a day doesn't prove anything, it gives you one exposure to the starting line, two short courses would be better than one. The one-designs are a bit more competitive; the international classes are where it's at.

“I get up on a race morning and I feel good. I look around, check the cloud cover. There's a pattern to San Francisco Bay through each season. If it's a hot day it's probably not going to blow too hard,” says the seat-of-the-pants sailor. “Am I the driver? I pay the bills, I'm going to drive the boat.

“Preparation is the biggest thing. All gear has got to be working. We don't break down very often, you've got to finish to win.”

What's Easom's advice to other sailors?

“You've got to keep your eyes open and to adapt to changing situations. Listen to the crew. Be able to admit you're wrong, to change your mind. Some people have a game plan, which I think is great, but they can't adapt to a wind change — the better sailors do.”

Easom is flexible and yet steady. The kind of guy you can count on when things go wrong. He sees no reason for a skipper to lose his temper. He is frankly irked by flashy young hot-shots with braggadocio. He'd rather be quietly on the money.

“Hank's a superb human being,” says Jocelyn Nash Carrick. “He has a good marriage and nice kids. He's great at what he does, yet humble.”

And, we might add, appreciative. Says Hank, “We have the greatest bay in the world. The best scenery and the best wind. You can get anything you want, any weather. We've got the world by the tail.”

— Marilyn Yolles.



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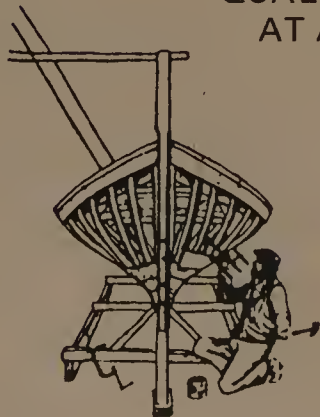
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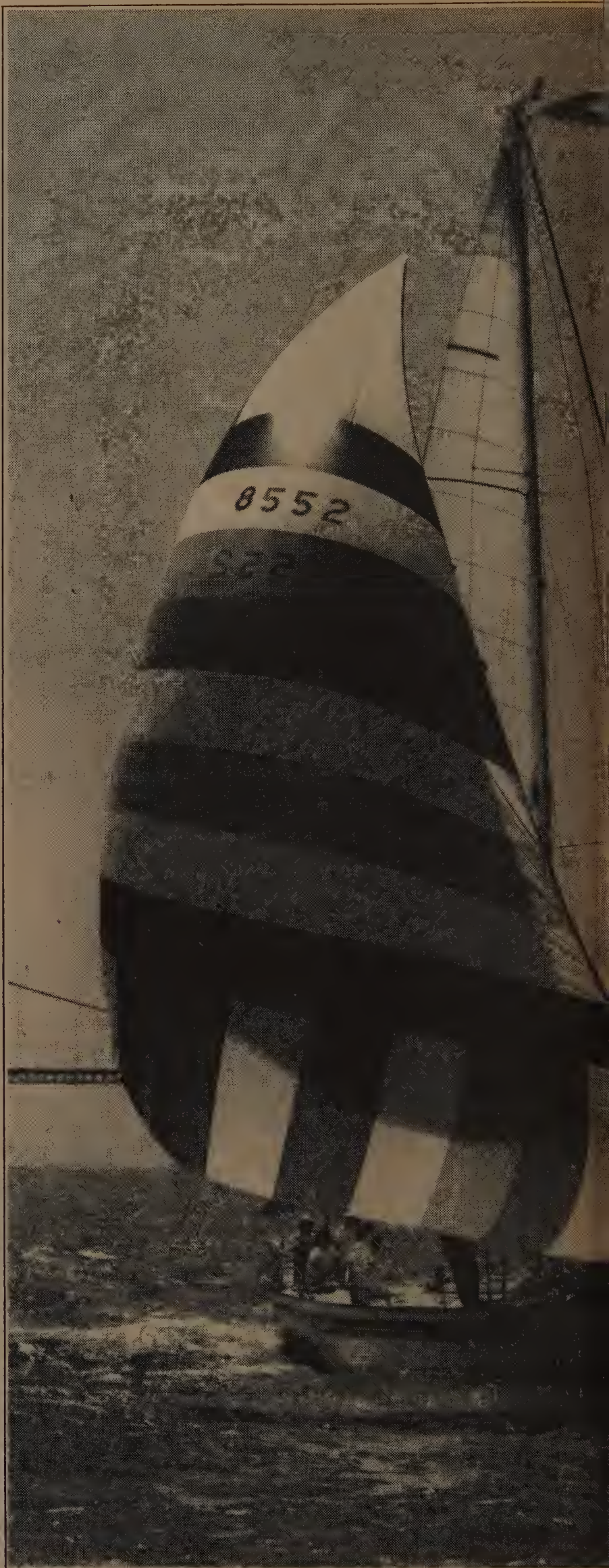
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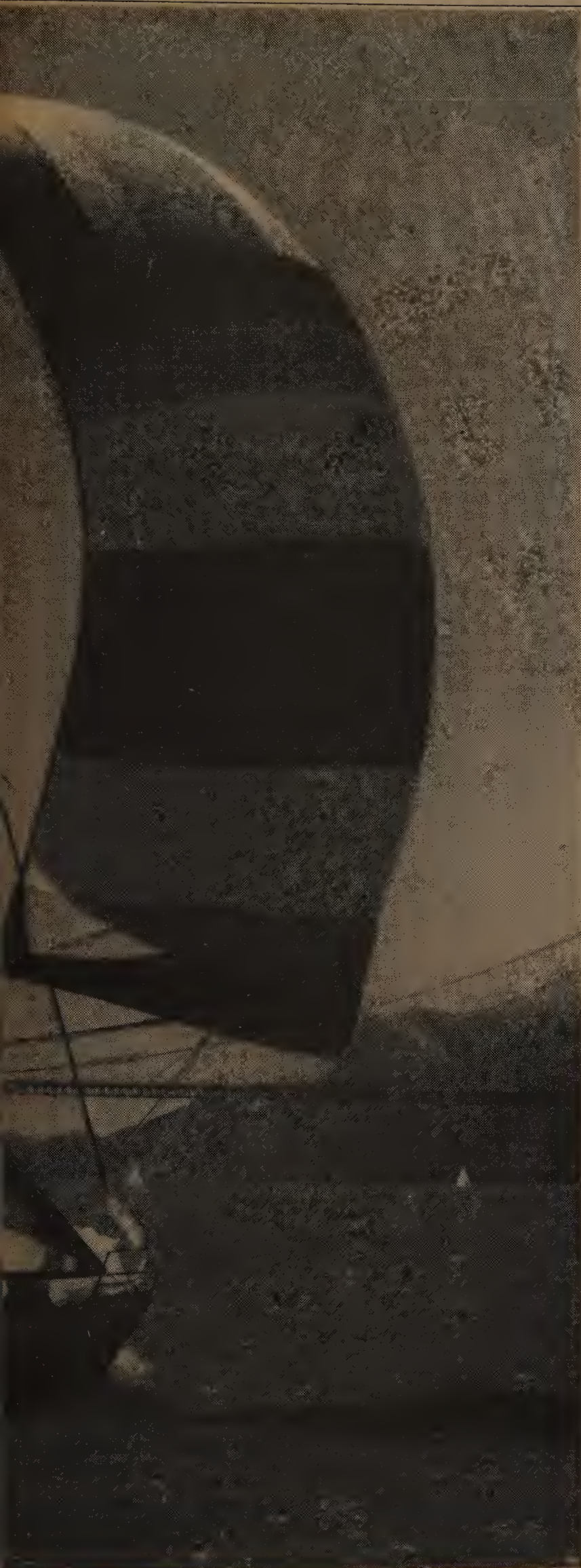
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All year long we've been writing 'Imp this' and 'Imp that' and every now and then we could slip in a 'Lois almost' or a 'Lois just barely'. Well folks we don't like repetition any more than you do, so it is with pleasure that we can announce that Chick Leson's Incredible, sailing for the Metropolitan Oakland YC, just ran off with the ORCA Cup.

If you're wondering what the ORCA Cup is, you're late because we've been trying to find out for months. We do know that ORCA is the Offshore Racing Club of America; we do know that West Marine Products is donating the trophies; we do also know that the Cup series is made up of the Montara - Farallones, the Buckner, and the Glen Waterhouse races, and well as the Frank Stone two-race in the bay series. But what does the ORCA Cup signify? It is truly one of yachtings great mysteries.

Back to the Incredible news. The Two Tonner is a Doug Peterson design and was built by Eichenlaub in San Diego "just after tax time" a year ago. Incredible started off on the right tack by winning her division in the Frank Stone Series. In the TransPac things took a turn for the worse when she lost her stick and had to limp in to the islands flying a chute from a broken mast.

Incredible returned to the bay for the Big Boat Series and a duel with Imp who was just back from victory at the Admiral's Cup. The big battle never developed as Incredible shanked the first race thus destroying what otherwise would have been a close struggle.

1978 dawned rosy for Chick and his Two Tonner as Chris Corlett drove the boat to a record blasting victory in the Ano Nuevo Race, averaging almost 11 knots over the 74 mile course. With the start of the Danforth Series Imp and Lois were making all the waves and Incredible seemed to have faded into obscurity — but it wasn't the case at all. Indeed, Incredible was consistently nipping at the heel of Imp, taking 3rd in the Montara-Farallones, 3rd in the Buckner, and 4th in the Waterhouse.

In the last event of the ORCA Cup Series, the Frank Stone, Chick, who says "I'm getting tired of chasing Imp" finally got his chance to go his own way. Inexplicably Imp seemed to get lost in the first race and DNF'd as Incredible went on to victory. Incredible finished second the next day to win the Stone Series. That win and the solid ocean performances gave her the ORCA Cup.

Sailing with Chick have been Bob Kettenhoffen, Dave Hulse, Mike Brezzone, Carl Shumaker, Alex Monson, Jim Forrest, Steve Jesberg, and Mike Duvalle.

Chick will campaign Incredible in the rest of the Bay Series as well as the Gulf of Farallones, then its the Big Boat Series and possibly the Mazatlan Race at the end of the year.

— Latitude 38

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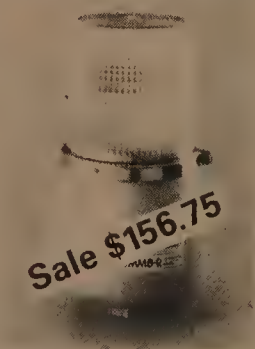
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No matter what happens during the race, congratulations are in order to the Singlehanded Sailing Society who put the race on, and co-sponsors Club Med and Pacific Skipper Magazine. The life force of the event was George Sigler who managed to put it all together with limited resources and dignity.

the small boat start

Fourteen boats between 22' and 30' started at 1:00 on June 15th and a good crowd was there to watch and cheer them on. Five members of the Triton Association were there to cheer on fellow

members Kent Rupp; Norton Smith had a group cheering him on (including Werner Erhard?), and most others had people escorting them out. Glamour racers Imp and Lois Lane showed up with boatloads aboard to salute and encourage all the entries, with Imp giving special best wishes to Skip Allan who had served so well as Imp's helmsman.

Reefed from the start, four boats quickly jumped ahead; the favorite, Norton Smith in the Santa Cruz 27 Solitaire; Hans Vielhauer in Mach Snell, Robert Whitney in Gypsy; and Skip Allan in Wildflower. Silently nodding to one another as they passed, all disappeared into the swells on the horizon together.

big boat start

The weather for the big boats on the 19th was just plain nasty. The 17 boats that hit the starting line right at the gun as though it were a sprint to Crissey all

were well reefed. Jim Gannon made a quick tack to the city front and led the rest of the fleet out the foggy Gate by a wide margin. Sam Vahey was second, Karl Burton third in his 57' Columbia, and Robert Wohleb was next in another Freya. What looked to be a brutal day changed for the better upon approaching Mile Rock. The sun appeared and the winds diminished to where reefs were shaken out and bigger headsails raised.

a big change

A dramatic change was made in the big boat starters when Amy Boyer the 18 year old from San Diego was taken off Robert Quinn. Bill Collins, who had been losing his boat due to a \$2000 mistake in an insurance quote hit the Freya with a work crew and got the boat. Amy was upset not being able to participate, but was back at Survival & Safety the day after the race.



Small boat start.

As the day of the race grew near, the event was beginning to get assistance and respect from many who had taken a 'wait and see' attitude to the event. Matson Shipping provided each contestant with a schedule of all the vessels that would be transiting between the west coast and Hawaii and what their routes would be. The freighter captains were reportedly eager to chat and assist all of the entrants. The airlines acknowledged that they would have their pilots pay special attention for any EPIRB's that might have gone off, something that is not always done. The St. Francis YC graciously opened its berth space and facilities to all the small boats and regretted that the big boats which had a

later start could not be accommodated due to a previous commitment. Fortunately the Presidio YC came through for the big boats.

And suddenly people were asking favors of the racers. Stanford wanted records of how often each one slept, was it deep sleep, what they dreamed about, etc. The Oceanic Society wanted records of the sightings of any whales or dolphins. Others wanted records of pollution, and the list was quite long.

dropouts

It did not take long before the first race dropout came in. With 24 hours of the small boat start, 4 of the 14 starters

had retired: Gene Haynes in Pretz 1 had a hull and deck leak; Bill Cannon in Flyer damaged his vane rudder after hitting a log; Doug Akerson in Svenska retired from fatigue; and Brian Heller in Radical dropped out due to a neck spasm.

Two days later Roger Townsend turned up in Half Moon Bay, retiring Ci Bon after giving it a real battle. Robert Whitney put into Monterey about the same time and had an explanation for the large amount of dropouts, 120 miles out it was blowing 45 knots with heavy seas. The 59-year-old Whitney had been asleep when his Ranger 29 was either knocked over or covered by a wave. He put into Monterey for new parts for the vane and has reportedly taken off for



Kauai again.

Of the 17 big boats that left on June 19 only Mel Richards in Gossip has had to retire, and that only after giving it a good try. 25 miles out Gossip began to take on water in rough weather. Richards returned to the bay to make repairs and headed out again. Apparently a haul out is required and Gossip is out of the race.

reports

Reports from the 25 boats still in the race as of June 22 have been rare. On the 21st messages were received from two starters in the small boat group; Mike Pyzel in Caballo Blanco and Don Keenan in Lani Kai. Pyzel was 840 miles out and was reporting an average of 6 knots and

gave an ETA of June 30 at Hanalei Bay. Keenan, who apparently was not far from Pyzel, reported to be over 800 miles out, and like Pyzel reported that all was well and made no particular mention of the weather.

Thursday the 22nd, a telegram was received via the CG from Michael Lintner on My Star, the first of the big boat fleet to check in. Lintner reported to be 470 miles out and that all was well. He too made no particular mention of the weather. Linter had tried to make contact with other entries over the VHF, but apparently nobody was near enough.

who's going to win?

Most people think Norton Smith will

be the first boat to finish, but we're going to pick Skip Allan. Skip has had a lot of experience out in the ocean and we think Wildflower though slower, might be a more consistent performer over the long haul.

In the big boat division it should be very interesting. Karl Burton has got to be a favorite in his big 57' Columbia, Magic, but how can you bet against a Cal 40 in a TransPac, like Alan Rutherford's Quest with its 23 foot spinnaker poles. And then there's Jim Gannon, who's had a lot of time out in the ocean; his boat may not be designed for the TransPac but his drive might get him there first among the big boats, particularly if the weather gets nasty.

- Latitude 38

AMY BOYER

38: Amy, what is the name of your boat?

AMY: The "Robert Quinn".

38: How new is it?

AMY: (Much laughter). A couple of days old.

38: Have you had a launching party yet?

AMY: Oh yes!

38: How long have you been sailing?

AMY: About 8 years.

38: Have you done much ocean sailing?

AMY: Yes, I've had about 7,000 miles of bluewater sailing experience.

38: How much singlehanded experience have you had?

AMY: Very little. I teach sailing in San Diego and I sail my little boat around. But I just don't think there is that much difference sailing singlehanded, as long as you know what you're doing. It's the challenge; I haven't singlehanded that much, which is why I want to do it.

38: Where did you learn navigation?

AMY: At an adult school at night in San Diego.

38: Is this fellow over here the designer or builder?

AMY: Yes, that's Jim Gannon the builder.

GANNON: Leave me outta this.

38: What did you have to modify on the Freya for the trip?

AMY: I didn't have to do anything, it's a beautiful boat. It's a good singlehanded boat, that's what it is.

38: How many sails are you going to carry?

AMY: Five or 6 sails. I'll have a 1½ oz. spinnaker, a 180 drifter, a 130 that reefs to a 110, and a 150.

38: Did you read Claire Francis' book "Woman Alone"?

AMY: No, but I heard about it and somebody said they were going to give it to me to read on the way. I read a review about it.

38: Are you excited about being the only woman in the race?

AMY: I hadn't really thought about it until the reporters started asking me about it.

38: Are you married?

AMY: (Much laughter). No, I'm just 18 years old. (More laughter).

38: Did you finish high school?

AMY: Yes, I graduated from North Shore High School. You just had to do the homework and not attend classes. That allowed me to sail and has worked out well.

38: Are you scared by the race?

AMY: Yes, sure.

38: What is your worst fear?

AMY: This sounds really strange, but anchoring at the finish. (Laughter). I'm terrified by anchoring by myself. I've been through a lot of rough weather before.

38: What kind of heavy weather have you been in?

AMY: I've been through three hurricanes, and I don't know how many gales. I used to deliver boats up and down the coast, working for a guy. So, I know the west coast, and I just recently got back from making a passage to Hawaii from San Diego in



March. I was the navigator and I was pretty pleased with my navigation, it came out all right.

38: What do your parents think about this?

AMY: My mother is used to me by now. She's proud and she's going to be at Kauai to meet me. But, she's always worried about me no matter what I do.

38: Have you made any psychological preparation for being alone for a couple of weeks at sea?

AMY: Yes. I used to backpack a lot. Last summer I went away for three weeks by myself; I wanted to see if I could be alone with myself so I went into the backcountry of the high Sierras. I found I could handle it. I ran into problems but I found I could be just as calm as when I was with people. It doesn't make that much difference and that seemed strange to me because I love people.

38: Are you trying to find out something about yourself or are you trying to prove something?

AMY: Well, some of the reporters want to make me up as something that I'm not. I'm not trying to win or challenge anyone, it's only a challenge to me. I wanted to do this whether or not there was a race. It would be fun to win, but that's . . .

38: It's fun to do it in a race with other boats then?

AMY: Yes. I'd like to do something . . . I really admire that

SINGLE WOMAN



THE FREYETTES: Jim Gannon, GOLDEN EGG; Amy Boyer, ROBERT QUINN; Robert Wohleb, Espial. Also pictured at far right is Susan Vaughn who had no idea what she was getting into.

woman Naomi. . .

38: James?

AMY: Yes. I really admire her. I was reading that book and I just kept saying to myself, "oh great, great", someone else did it. A lot of people ask me about women's specifics and I don't think it makes any difference if you are male or female. I don't want to see women out there who don't know what they are doing, and I don't want to see men out there who don't know what they are doing. I just think of everyone . . . I was born and raised equal. My mother has always been . . .

38: Do your folks sail?

AMY: No, as a matter of fact the boat is named Robert Quinn after my father who died when I was ten years old. The day he died I went out sailing for the first time, and that's when I first got interested in sailing and that's why I named the boat after him. My mother and sister both don't understand it because they have never been on a boat before.

38: Do you have an estimated passage time?

AMY: I think about 17 days.

38: Do you have a Spinnaker Saily and things like that?

AMY: I might get them. I only have a 1¼ oz. spinnaker and I think it might be too heavy weather for me to use it. I'd like a ¾ ounce spinnaker, but I don't have one so I'll get along without.

38: You're leaving in 9 days, what do you have left to do to get the boat ready?

AMY: Everything that you can possibly imagine. (Laughter).

38: Have you had a chance to sail your boat yet?

AMY: Yes, and it is a marvelous boat. She handles well, her helm is very exact. She's a sturdy boat and she's fast — I was really impressed. A lot of the time you can just trim her out and she'll sail by herself so she'll be really great with the vane.

38: Have you any special remedy for the hard times? When your up for 36 hours straight, things like that?

AMY: Yes. I always realize that things could be worse. (Laughter). And, it's true. No matter what you've gotten into it could always be worse. The worst thing I have ever been in was while we were delivering a 12 meter, which most people know are very leaky, uncomfortable boats, up north. It was the dead of winter and for 4 days there were winds of over 50 knots and we were under bare poles just rattling around in one of those things, soaking wet. It eventually took us 8 days to get where we were going. We ended up having to put in at Eureka which has a sand bar and it's only 10 feet deep and we drew 9'6". That was the worst thing I have ever done in my life. But I remember at the time thinking that it could have been worse. It wasn't raining that's why; it could have been raining on top of the gale.

38: Have you been thinking about making this singlehanded race for a long time?

AMY: As a matter of fact, no. I just came back from Hawaii and I went to tell a friend about the trip and they said . . . I said that I would really like to singlehand, and they said "Well, there is a race this year, do it!" So, I called up two months ago and said "Hi" and they said they would try and find a boat and a sponsor for me.

38: Have you been running or jogging or anything physical?

AMY: I rock climb. I was in Yosemite for a month before I came here. I'm in really good shape.

38: What about your diet, are you doing anything special?

AMY: No, nothing special at all.

38: What are you taking the most of?

AMY: Juices. I find I get really thirsty and water goes stale.

38: Does rock climbing rate high in your life?

AMY: Yes, it's second best. I've found sailing and rock climbing go well together. You . . . rock climbing is a very physical sport, it gets you in really good shape and it teaches you systems — you always have to have a system going.

38: Do you plan to go to college?

AMY: Yes, someday. I don't know when. Right now I feel there are so many opportunities for me to sail and to climb and do other things that I want to get them all out of the way. I want to go to college for a general education, not a specific thing. I have no idea what I want to do with the rest of my life.

Susan Vaughn is the '38' in this interview. Susan is a freelance writer, she also sails YRA on the bay with an all-female crew.

SAM



VAHEY

ODYSSEUS

Friends have told Sam Vahey that the boat he is sailing to Hawaii, a Ranger 37, is one of the fastest and wildest sailing boats ever built. With the onslaught of ultra-lights both claims may be dated, but it is true that a Ranger 37 did win the SORC one year and that the boat has a reputation for being all over the ocean.

Sam has a cool head and takes it all in stride. For the first few days he'll trim Odysseus bow down for going to weather, and then when the winds start to come aft of the beam he'll trim her butt-heavy for tracking. The Mill Valley contractor, who has developed a reputation for being able to build the 'impossible' home foundations, has problem solving as an everyday part of life.

Most of the entries in the singlehanded TransPac have sailed for more years and miles than him, but Sam has gone at it intensively. He frequently sails alone, and as his berth neighbor we often ran over to help him in when the winds piped up. Sam appreciated the gesture but waved us off, preferring to try and do it alone. From the scratches on the side of Odysseus it's evident that he wasn't always successful, but he rapidly learned from his mistakes and became proficient at it. Sam believes that you learn fastest by doing it yourself and by making mistakes.

Odysseus is equipped with a full complement of Mitchell sails, and a truckload of Lewmar winches, courtesy of the previous owner. Sam's main contributions to the boat have been a Sail-o-mat windvane and some mast steps.

We bumped into Sam just an hour or so before he headed for the starting line. He mentioned that he had slept well and was surprised to find that "I've been more uptight a number of times in my life . . . last year's singlehanded race to Drakes Bay to mention one. . . ." Sam indicated that the support the race was getting and the good wishes he was getting from friends and those he hardly even knew, both encouraged him and made him feel more relaxed. Sam's main concern at the time seemed to be for the smaller boats that had already left, hoping they were all doing well and making swift passages to Kauai.

Sam's first priority on getting to the finish will be to catch a plane back to San Francisco so he can finish the house he is currently building. After that, it's further into the south Pacific for another year-and-half and continuing a long-awaited vacation.

— Latitude 38

JIM

GOLDEN EGG

Jim Gannon is a tough interview. About half the time he can't talk because his mouth is occupied sipping "real" as opposed to American beer. The rest of the time he just won't talk, particularly about himself. It's a shame, because listening to his friends you get the impression Gannon has sailed enough to be well worth listening to.

Born in Australia, Jim sailed in the rough southern waters for about 15 years, including the nasty Sydney to Hobart Race. In the early 70's he sailed one of the original wood Freyas from Sydney to San Francisco. Sixteen hulls ago Jim started producing a fiberglass version of the 39-foot Freya in Sausalito, eventually moving to Petaluma for sanity — and he's been at it ever since.

Gannon regularly crews on some of the hot local boats, and he has also sailed some of the prestige boats in the big races. Jim was a crew member on the overall winner in the 1973 and 1975 TransPacs, "Chutzpah". He also sailed with fellow singlehander Skip Allan on Improbable in England. As we watched Gannon lead the second fleet out the Gate heading for Kauai, we were told that Gannon was a member of the Olympic team for Australia. The individual who told us this however, was not sure if it was the sailing or drinking team.

During the TransPac's skipper's meeting, Jim wandered outside for some fresh air and we were able to get a few observations from him. He predicted that Norton Smith will be first-to-finish in his Santa Cruz 27, "Solitaire". Gannon said he honestly couldn't make any other intelligent remarks about the race because for the first time he had no previous experience by which to make a comparison.

Well then, we said, at least tell us what food you are taking.

"Food!", he snorted, "This is a race, nobody gives a damn about food."

Allright then, how much beer are you taking Jim?

"None", he said quietly. "Honest. If I took any I'd get thirsty and drink it all the first day and do something stupid like fall overboard."

Gannon is taking the race seriously. Originally he was going to remove his prop to minimize drag, but found it easier to just to foam the whole area in. Jim's explanation for trying his damndest to win even though the full keel Freya is not designed to scream downwind is simple: "If you don't give it everything you can to get there first while you're on the water, the beer you drink at the finish won't taste worth a damn. That would be bloody bad too, because by the time I get to Kauai I'll have some catching up to do."

Golden Egg will be equipped with an Aries vane and a full suit of sails by DeWitt, including a blooper and two chutes.

For all his reputation as a fiesty Australian, the 32-year old Gannon is usually a gentleman. He's a superb sailor too, so look for him to finish higher than you might normally expect. — 38



GANNON

BILL



COLLINS

LIVELY LADY

Bill Collins, aged 34, lives in the Berkeley Marina aboard an Alden Staysail Cutter, but he'll be sailing an early Gary Mull designed strip planked mahogany 30-footer when the fleet sails for Hawaii.

It's a simple boat, easily singlehanded. . . a proven fast boat," he says of Lively Lady, borrowed from a Marin optometrist John Carter.

Bill has had short but concentrated experience crewing in the Thunderbird Class for the last five years, taking a few coastal trips, but having no previous blue water experience.

Bill was recruited for the TransPac by a persuasive George Sigler when Bill dropped into the Survival & Safety office headquarters to obtain information for a Caribbean cruise he had in mind. "It sounded like an excellent opportunity to test myself in preparation for my ultimate goal: the Caribbean trip."

He says he hasn't yet given much thought to routine; when to sleep and when to eat; he just wanted to pace himself and keep going efficiently . . . "always going."

Endurance is the key, he says, but he has incorporated all recognized safety procedures as well as an "an excellent sound system" to keep him mellow for the long haul. He also has a secret exercise program in mind.

The 10,500 lb. boat is equipped with 16 bags of sails including 4 spinnakers, but Bill hadn't sorted them out yet to determine if he'll need them all.

His fiancée has mixed emotions about the trip; she's skeptical, but becoming more enthusiastic as the departure date nears.

"Above all, I feel terribly fortunate to have so many friends and supporters who want to help." Bill is sponsored in the race by Richmond Boat Works, Eclipse Sails, and has also received some help from the John Beery Co., Players Magazine, and several personal friends.

— Sue Rowley

DAVID

INTENTION

In one of those simple turns of fate, successful sales engineer David White was flipping through Time magazine on a long San Francisco to Alaska business flight. It was May, 1973, and White had put in eight years with the same electronics firm. Things had grown stale. There, in the issue of Time, was an article about Westsail's fabulous success in selling the cruising life.

Immediately — although he'd done no sailing except for a few outings on the bay aboard a friend's Cal 20 — White found the missing component in his life. Three weeks later he plunked down a deposit on a new Westsail 32; two weeks later after the boat arrived he walked into his office, chucked his keys on the desk with a resounding, "Bye".

White, a San Francisco native, was off for the south Pacific; via Mexico, the Marquesas, Tuamotus, and Societies.

Now, David White, easily one of the most experienced cruising mariners will be sailing a new Crealock 37 in the TransPac. White has already compiled an impressive singlehanded racing record on two oceans. He's the first American to race both the Observer Singlehanded Transatlantic Race (35th overall in '76) and the San Francisco - Okinawa solo race of '75. In the latter 6800 grind, which he completed in 52 days, White came to an unexpected temporary halt just five miles from the finish when he hit an uncovered and unlit reef aboard his "Catapha". "It was grim," he reminisced, "a good depth sounder would have kept me off."

White's essentially stock Crealock, "Intention", will go on this Hawaii crossing with a "simple" sail inventory including a 140% reefable genoa, working jib, 150 genoa, 115 overlapping stays'l, main, small radial chute, and a 1½ oz. storm chute.

He'll monitor WWV weather reports to pinpoint the location of the all-important Pacific high, the mid-oceanic high pressure zone off of which spin the downwind breezes that give Hawaii racers such a boost.

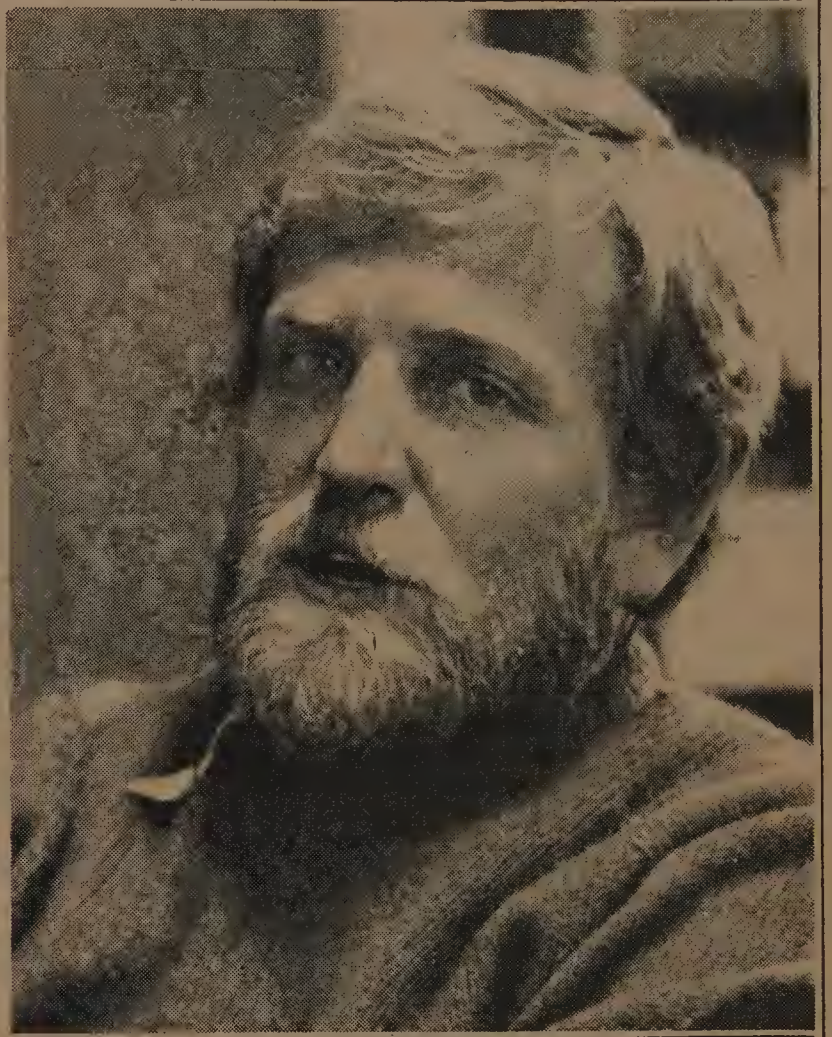
After 20,000 miles of transoceanic racing, White has developed an almost devil-may-care attitude about his sailing.

"I'm getting relaxed about my casual sailing."

He makes a habit of verbally chastising himself for tiny mistakes at sea. While being extremely safety conscious at sea, he has his own way of doing things, dispensing, for instance, with a safety harness while going forward for sail changes. He prefers to tie himself on while making a spinnaker change. A jack line, however, will run the length of the boat and White's safety harness will have a 10' umbilical cord of 1/2" line for security.

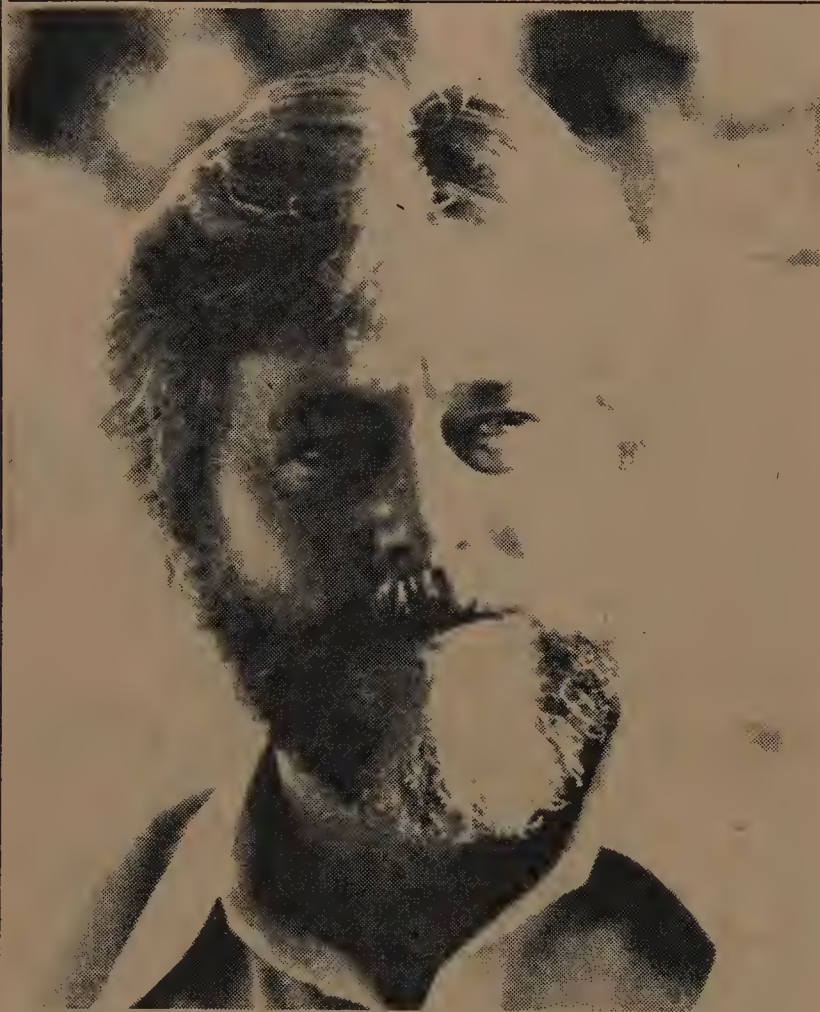
For David White, who has faced nearly everything at sea from Atlantic storms to Cape Hatteras' worst fury (wind wise, it has them all beat to hell") this race is but a short hitch in his long range cruising plans. White will soon enter the "singlehanded business" and has plans to race in the 1980 OSTAR, possibly in a Gulfstar 40.

-Michael Dobrin



WHITE

KENT



RUPP

NEREID

Kent Rupp, age 40, has been an admitted 'boat bum' since his teen years, with early experience on a 19-foot Carinita.

He has owned his 1961 vintage Pearson Triton "Nereid" for seven years, actively racing YRA and the PHRF offshore series, and he describes her as a "very seaworthy boat".

Kent's most notable recent victory was a division first place in the Farallons Singlehanded race, in which he also won second overall.

In preparation for the TransPac, Kent has replaced all standing rigging and most of the running rigging, replaced all of the thru-hulls, and added a Monitor wind vane. Kent has re-rigged with care so as not to jeopardize his qualifying for future one-design racing.

Kent has done extensive coastwise 'harbor hopping', and at interview time was scheduling a few 4-day problem solving practice runs. He plans to be awake alot at night because of a confessed fear of being run over. Kent will carry 300 feet of warp for heavy weather conditions and rig a stem to stern lifeline for his safety harness.

Cooking will be one of his primary morale boosters, requiring some creativity since he is equipped with only a gimballed one-burner stove. He's also laying in a little beer and brandy.

Why is a college art instructor attempting this grueling test of skill and survival? "Because life hangs by a gossamar thread," he says philosophically.

Any other concerns? "Just one", he says, "I still don't know how I'm going to get my boat back."

— Sue Rowley

MEL

GOSSIP

Are you really out to win or do you just want to prove something to yourself?" I asked Alameda sailor Mel Richards.

"It's a race isn't it?" he said. "I'm going to do my damndest to win."

This enthusiastic 36 year-old family man will sail the TransPac aboard his 46' Kettenberg PCC, "Gossip", with a little sponsorship help from West Marine Products.

Mel hasn't the extensive experience I expected of someone attempting the grueling crossing. He has only five years of sailing experience and a few coastal cruises in his log, but he makes up for it with enthusiasm and confidence in his 30 year old classic ocean racer. "She's probably the only boat going with a cotton mainsail," he laughs. "Gossip" did herself proud with a third in division in the Singlehanded Farallons Race.

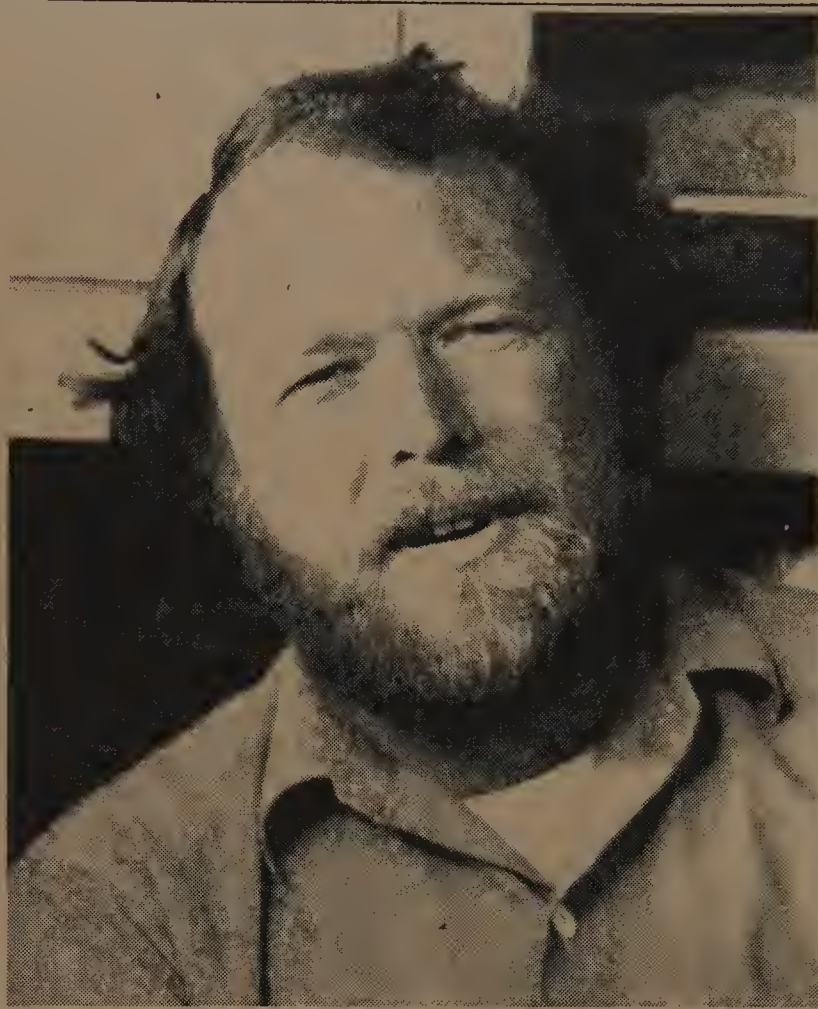
While some of the competitors are prepared with as many as five spinnakers, Mel shys away from "that hassle" and has just one that he'll "maybe throw up if there's only 5 or six knots of wind."

Is he concerned with any phase of the race? He admits he wishes he knew more about navigation so he wouldn't be sashaying across the Pacific, but he has worked out some sensible safety precautions. He will wear a safety harness hooked to a 3/8" line running the length of his deck. He'll also trail a 150' yellow polypropylene line snap shackled to the self steering vane which is designed to release the vane and luff the boat in the event he goes overboard.

Sleeping in the daytime is another of his plans because he is an admitted "night person"; and he'll chase the loneliness with a banjo and an African music box called a Klimba. "I'm not too good at it yet, but I should be an expert by the time I get there," he jokes.

Mel will have all the comforts of home aboard "Gossip", since he and his family live aboard her permanently. She is also provisioned for a year of cruising because Mel's wife and two young children, ages 6 and 3 mos., will be joining him in Hawaii and they'll continue on to Japan or the South Pacific following the race.

—Sue Rowley



RICHARDS





LORDY! LORD JIM

PHOTOS BY DIANE BEESTON

Like the magnificent 73' schooner, "Lord Jim" at left, the Master Mariner's Regatta has been a booming success in the last few years. This year's Memorial Day event drew a record 84 entries, the greatest number since the race was revived in the mid-60's.

Highlighting the event was the unusual number of distinguished large vessels: 77' Baltic Trader, "Lena Marie"; 73' gaff schooner, "Lord Jim"; 72' former racing yawl, "Baruna"; 64' bay scow, "Alma"; the beautifully restored 61' schooner, "Dauntless"; the 60' cutters "Shamrock" and "Clover". In addition there were 7 more boats over 50 feet.

The oldest boat in the fleet was Kent Little's sweet 23' gaff sloop "Dolfin". Built back in the days of the original Master Mariner's Races, 1887, Dolfin has participated in every event since it was revived.

There's a fabulous history in these boats, and someone really ought to write a book. Many are ocean racers with terrific histories; Clover was famous in England for pulling troops off Dunkirk; Felicidad reportedly was used by some to escape from Germany before the war; Lord Jim was a committee boat at the America's Cup; Tradition was an anti-submarine boat during the war in the Bahamas. Others have travelled throughout the world. If the boats could only talk, think of the stories they could tell.

Winds this year were great. While the delta and most of the bay sweltered, the Master Mariner's course was blessed with winds from 20 to 30 knots. It was perfect for the older heavy boats, allowing them to get rail down and approach hull speed. It was a super day!

As the enthusiasm for the event has

Lord jim shows her stuff on the way to Yellow Bluff.

MM

steadily grown in the last few years, the organization has not been keeping up. The people handling the publicity and getting the sponsors for the boats were overwhelmed. Many of the boats were without the traditional maritime sponsors, and many companies that had sponsored boats in the past or would have gladly sponsored entries simply were never contacted.

In an attempt to keep this from happening in the future, the Master Mariner's Benevolent Association has filed with the state for status as a non-profit corporation. Working as the nominating committee to elect officers are Ed Gibson, Mike Douglas, Kermit Parker, Bill Vaughn, Pete Sutter, and Robert Keefe. Hopefully the association can work with the San Francisco Jaycees to keep things on track. As it is now, there is great interest in holding more than one event a year if the organization gets stable.

— Latitude 38



Lord Jim and Dauntless

More Lord



MASTER MARINERS



Brigadoon

Dick Williams restored Dauntless.

PHOTOS BY DIANE BEESTON

MASTER MARINER'S RESULTS

A I -- Large Gaffs: **ERIKA**, Gary Nicely; **SEA SPIRIT**, David Easley; **QUISETTEE**, Daniel Davies.

A II -- Small Gaffs: **ADELAIDE**, Rick Cogswell; **BRIAR ROSE**, John Ough; **BULLFROG**, Michael Rogerson.

B I -- Large Marconi: **HOLGANZA**, Frank Ecker; **JINKER**, James Hobart; **PEER GYNT**, David Pressley.

B II -- Small Marconi: **ARAMINTA**, Kermit Parker; **TURNPOINT**, Will Paul, **KATIKA**, Edward Johnson; **AIDA**, Bill Rickman. (Araminta and Turnpoint disputed first place, it was awarded to both boats.)

OCEAN RACERS -- **XANADU**, Gerry Robertson; **SANTANA**, Tom & Ted Eden; **BARUNA**, John Belchere.

Fastest gaff vessel on the 14.47 mile course was **LORD JIM**, Holger Kreuzhage 1:47:31. **BARUNA**, John Belchere, was the fastest marconi in 1:38:34.



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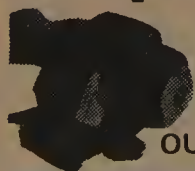
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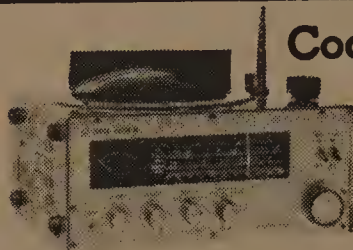
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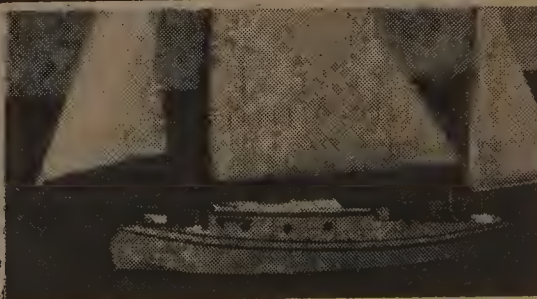
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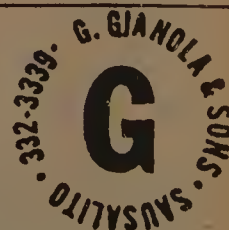
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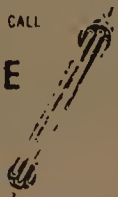


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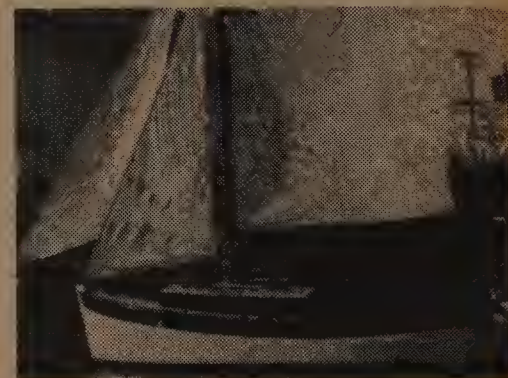
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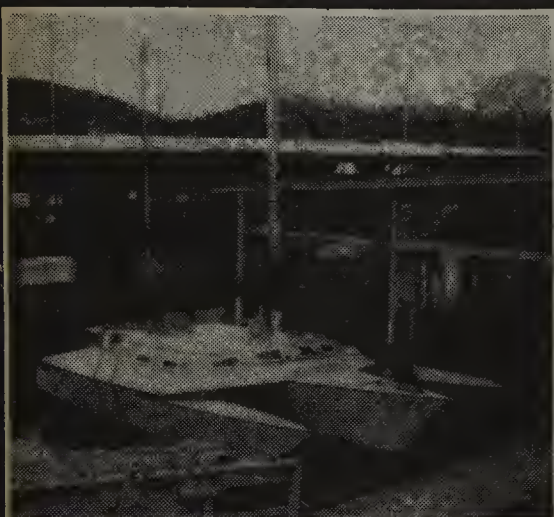
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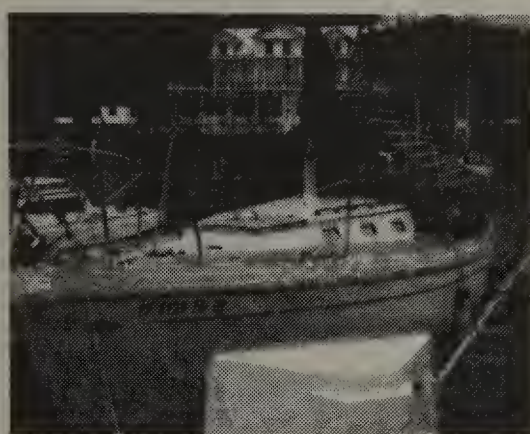
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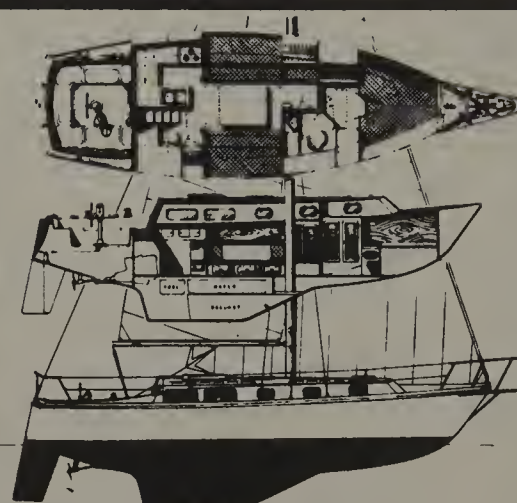
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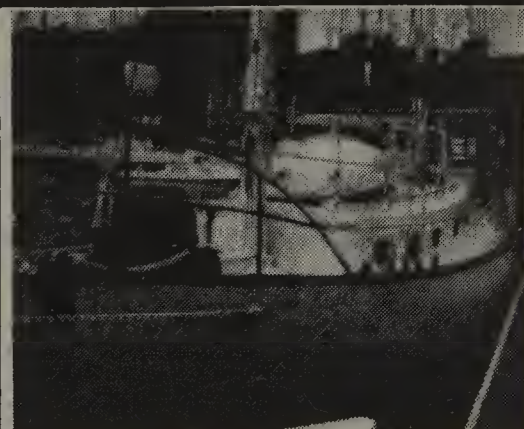
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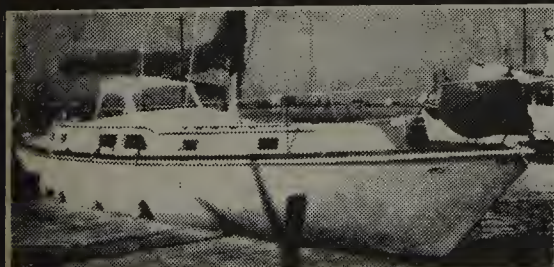
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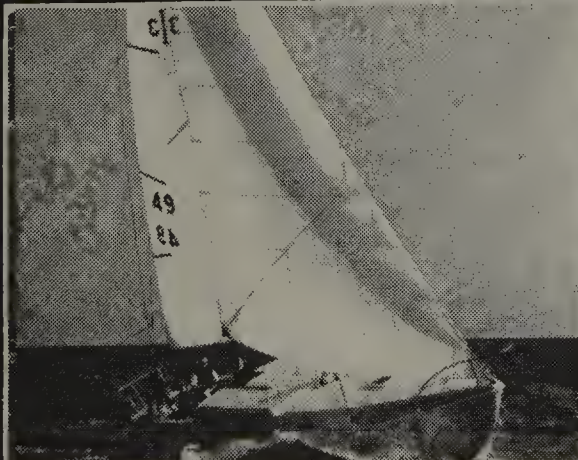
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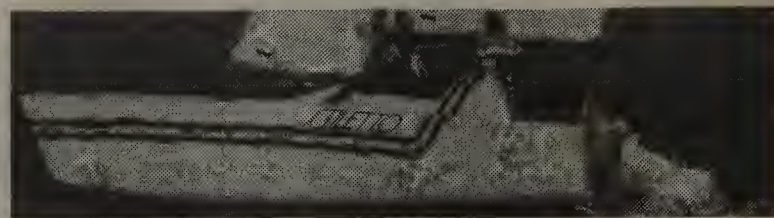
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